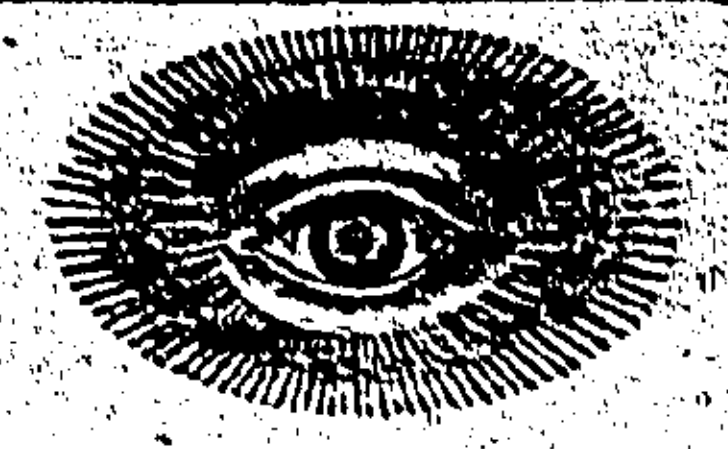


MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press



N. LAZARUS.
Hong Kong's Only European
Optician.
Established Over Forty Years.
Manager—RALPH A. COOPER
Registered Optometrist (Canada).

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

No. 21553 號拾伍百伍仟壹萬式第 日式拾月柒年卯丁 HONG KONG, TUESDAY, AUGUST 9th, 1927. 式拜禮 日玖月捌年七廿百九仟壹英 PRICE 43 PER MONTH.

KOWLOON-CANTON RAILWAY. TIME-TABLE.

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
				8.00								
Kowloon	...Dep.	6.37		8.35	9.15	10.09	11.02	1.15	2.37	3.00	4.37	5.23
Yamatani	...Dep.	6.45			9.24	10.18	11.09	1.21			4.44	5.30
Shatin	...Dep.	6.57			9.36	10.30	11.21	1.34			4.56	5.42
Taipei	...Dep.	7.11			9.49	10.43	11.34	1.47			5.09	5.55
Taipei Market	...Dep.	7.18			9.53	10.48	11.39	1.51			5.13	5.59
Fanning	...Dep.	7.37			10.08	10.52	11.43	2.01			5.28	6.14
Shamshui	...Dep.	7.53			10.24	11.08	11.59	2.17			5.44	6.30
Shamshui	...Arr.	7.58	8.40	9.08	10.14	11.00	11.51	2.22	3.40		5.58	6.44
Canton	...Dep.		8.43		11.10					4.43		
Canton's	...Arr.		11.00	5.38					6.47			

	A.M.	A.M.	A.M.	O	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	—	—	—	8.05	—	—	8.40	—	—	9.30
Shamshui ...Arr.	7.14	8.01	10.19	10.49	11.09	11.40	8.00	8.17	4.48	5.53
Shamshui ...Dep.	7.31	8.06	10.25	10.54	—	—	11.47	3.07	4.24	5.59
Fanning ...Dep.	7.36	8.19	10.39	—	—	—	11.51	3.12	4.28	5.58
Taipei Market ...Dep.	7.38	8.22	10.39	—	—	—	12.02	3.23	4.38	5.08
Taipei ...Dep.	7.40	8.27	10.43	11.06	—	—	12.07	3.28	4.43	5.10
Shatin ...Dep.	7.53	8.40	10.56	—	—	—	12.19	3.39	4.54	5.23
Shamshui ...Arr.	7.58	8.51	11.08	—	—	—	12.23	3.53	5.08	5.38
Kowloon ...Arr.	8.12	8.58	11.14	11.31	11.49	12.33	3.57	5.14	5.41	6.47

SHA TAU KOK BRANCH.

			A.M.	A.M.	P.M.	P.M.
Fanning	...	Dep.	7.45	10.15	8.20	6.15
Shatanok	...	Arr.	8.40	11.10	4.15	7.10
			A.M.	A.M.	P.M.	P.M.
Shatanok	...	Dep.	6.15	9.00	3.00	5.00
Fanning	...	Arr.	7.10	9.55	2.55	5.55

Q=SUNDAYS AND PUBLIC HOLIDAYS OMLY.
*—FIRST CLASS ONLY.

Further information may be obtained at the Railway Office, Kowloon, or from Messrs. Thos. Cook & Son, Ltd., Hong Kong, or from THE AMERICAN EXPRESS COMPANY, Hong Kong.

HONG KONG, CANTON AND MACAO STEAMERS.

THE HONG KONG, CANTON AND MACAO STEAMBOAT CO., LTD.

CANTON LINE.

Sailings from Hong Kong—Daily at 1 A.M.
Sailings from Hong Kong—S.S. "KINSHAN"—MONDAY, WEDNESDAY and FRIDAY at 8 A.M.
Sailings from Canton—Daily at 3 P.M.
Sailings from Canton—S.S. "KINSHAN"—TUESDAY, THURSDAY and SATURDAY at 8 A.M.
S.S. "TAISHAN" berths on arrival in Hong Kong on TUESDAY, THURSDAY and SATURDAY at Company's Wharf, Leek Street Wharf. All Steamers will, as usual, leave for Canton from the Hong Kong Wharf.

MACAO LINE.

FROM HONG KONG: 8 A.M. and 2 P.M. (Week days only). FROM MACAO: 8 A.M. and 2 P.M. (Week days only).

SUNDAY EXCURSION.

On SUNDAY, the 14th AUGUST, S.S. "SUI AN" will depart from the Company's Wharf, Leek Street Wharf at 9 A.M., and from Macao at 3.30 P.M. Return Saloon Passage Fare: \$5.00.

SPECIAL TIFFIN—\$1.50.

Above Sailings are subject to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:—
Principal features: Small Premium, Liberal Surrender Value, Return of Premium in the Event of Death.

Write for Pamphlet and Full Particulars to—

DODWELL & CO., LTD.

AGENTS.

2, QUEEN'S BUILDING.

CAMMELL LAIRD & Co., LIMITED. (ENGLAND).

Controlling THE LEEDS FORGE CO., NEWLAY WHEEL CO., St. Birkenhead, Sheffield, Nottingham, Birmingham, Leeds, Penistone and London.

RAILWAY PASSENGER COACHES

FREIGHT & COAL CARS

STEAM DRIVEN RAIL COACHES

"NEWLAY" SOLID ROLLED STEEL RAILWAY WHEELS

13, PEKING ROAD, SHANGHAI.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.

Comprehensive and Complete Report of the

NEWS OF THE FAR EAST

Is given in the

"HONG KONG WEEKLY PRESS."

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

20 Cents per Copy.

Subscription, paid in advance—\$15 per annum for delivery in Hong Kong; including Postage to any part of the world—\$15.

On Sale at:

"HONGKONG DAILY PRESS" Office.

Our London Letter.

THE GOVERNMENT AND PROTECTION.

DANGER OF CONSERVATIVE CATASTROPHES.

KING FUAD'S VISIT.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 9th.
A persistent campaign is being conducted by the *Daily Mail* on behalf of farmers. State help being demanded for the sons of the soil. But the only effective help the State can give is Protection. Agriculture is suffering from depression, but so are many other industries. There are a few Ministers like Mr. Amery, who are all for assisting producers, whether factory owners or farmers or anything else, by means of tariffs, and this fact alarms some good Conservatives. The Cabinet should again be tempted to tread the dangerous path of Protection.
Mr. Amery's statement at Birmingham a few days ago has caused a certain amount of disquiet. He said the most constructive work before the Government was to follow up on a larger scale the policy begun in the "Safeguarding" of industries, and give our industry and our revenue a truly national foundation. To read the speech brings to mind recollections of the Tariff Reform days of Mr. Joseph Chamberlain.
Warnings of the Past.
There are some people who will never learn. Mr. Amery is old enough to remember the year 1906 and what happened in the General Election on that occasion. But if he has forgotten 1906 he is hardly likely to have overlooked the humiliation which came to his party in the General Election of 1923 when a totally unnecessary appeal was made to the country because a few individuals—of whom Mr. Amery is supposed to have been one—were obsessed by the idea of Protection. That experience was a disastrous one. Mr. Baldwin had been Prime Minister only six or seven months when he was persuaded to enter upon the great experiment, the ultimate result being the advent of the first Socialist Government this country has ever seen.
The present Conservative Government has a large majority, but it is wonderful how quickly large majorities can crumble once disintegration sets in. I am perfectly certain that anyone who preaches Protection is helping that process. Mr. Baldwin is quite safe as long as he goes on steadily, and makes it the principal business of his Government to cut down expenditure and avoid risky experiments. He might also offer an occasional prayer "Save me from my friends who are Protectionists!"
White's.
The members of White's club in St. James's Street have been able to find \$100,000 to purchase a building, the lease of which has nearly expired. White's stands near the Tatched House which is the rendezvous of many who have spent years in Hong Kong and elsewhere in the Far East. It is the oldest club in London having been started as a coffee house in the seventeenth century. It is also in some respects the most exclusive club we have, and this fact has invested with peculiar interest the efforts made to find the large sum needed to buy the premises.
King Fuad in London.
London gave a cordial welcome to King Fuad on his arrival this week on a State visit to this country. There was a banquet at Buckingham Palace, and he was entertained by the Lord Mayor at the Guildhall. King Fuad contrived to convey a touch of Oriental magnificence by giving \$1,000 for distribution among the poor of London. The Egyptian potentate, who is alert and smiling, was obviously delighted with his reception in London, and after three days as the Guest of the King and Queen the State visit came to an end and he took up his quarters in a suite at Claridge's Hotel.
King Fuad likes London. It is stated that his visit has no political significance, and this may be so, but it is not beyond the limits of possibility that in conversation with Sir Austen Chamberlain some references may be made to Anglo-Egyptian relations. The political situation in Egypt, as everyone knows, has been difficult owing to the anti-British attitude of the (Continued on next column.)

DRAINING THE ZUYDER ZEE.

NEW APPROACH TO DUTCH PORTS.

\$1,000,000 STONES AND MILES OF MUD.

THE HAGUE.

Some idea of the extent of the work involved in draining the Zuyder Zee can be obtained by observation of the operations at present in hand.
The completed dyke between the former island of Wieringen and the mainland of North Holland is in this respect simply because it is completed, and so does not suggest the tremendous amount of dredging, excavating, and building. At the other end of the island, however, are works that really suggest something of the vastness of the task.
Piled high above the little harbour of Den Oever are millions of great stones, suggesting the formation of an artificial Giant's Causeway. The value of these stones alone it is stated, is not less than \$1,000,000.
A little farther on one sees the actual work of draining. For three-quarters of an hour it is possible to walk along the temporary dyke raised to permit the sinking and building of the sluices and locks which will control the height of the water in the new "meer" or lake and allow boats to pass to and fro.
Building An Island.
The "great dyke" will be nearly half a mile farther south. These miles of mud look as though they are permanent and natural ground; actually they are the scaffolding of something much vaster and far more solid.
A couple of hours in a fast steamer, most of the time quite out of sight of land, brings us across to the site of the sluices at the eastern end of the dyke.
Here one sees the same activity as on the temporary dyke, the chief difference being that the land itself is not a dyke but an island of considerable size built up of clay and sand dug from the bottom of the part of the Zuyder Zee, which will form the fairway from Amsterdam and the smaller ports across the Ysselmeer. To make some parts of the Zuyder Zee dry others are being deepened.
Again, on this island is mud, mud, mud, and on the way thither scores of barges in long trains pulled by tugs that look absurdly small and self-important for their work, carrying each fifty or sixty tons more to add to the heap.
Of the great dyke itself nothing is yet visible, though the line it will follow can be traced by a number of buoys with occasional flags on posts fixed in the bottom of shallows.
half-baked student class who imagine that they can drive us out of the country and get control of the Suez Canal and other things simply by creating disturbances and putting up opposition to British interests. People of the same way of thinking in the Egyptian Parliament have also to be kept in check.
The troubles referred to which have been frequent in recent years seemed likely to prevent King Fuad from paying his projected visit to England; but happily there has been an improvement in the local atmosphere and the project is now a good one. Anyway, he has seen that in this country there is a friendly feeling towards Egypt and the desire to help where possible having regard to Imperial interests.

Press Of 22 Countries.

Delegates to the International Conference of the Press from 22 countries came here this week and have been holding meetings to discuss matters of common interest to journalism. The Lord Mayor and Corporation gave them a luncheon served in the Guildhall with the customary speeches to follow. One of the best speeches was made by Mr. T. P. O'Connor, M.P., who may be called the Father of British Journalism as he is in fact the Father of the House of Commons. He made a good point by saying that personal intercourse is the only real way to remove prejudice whether among individuals or nations. If journalists could meet more frequently there would be less misunderstanding and friction between countries than there often is as things are. The idea was also well expressed by the Lord Mayor who described the Corporation as a great international forum for a great international peace conference.
Locarno of Journalism.—H.B.

DIARY OF EVENTS.

To-day.

31st Ordinary annual meeting of The United Asbestos Oriental Agency, Ltd., Messrs. Dodwell and Company's office, noon.
Sanitary Board Meeting, 4.15 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and King Edward Hotel, 5 p.m. Naval and Military Y.M.C.A.: "Cheer O": Concert, 7.30 p.m. "Better Ole": Whist drive, 7 p.m. Dinner Dances at Cafe Restaurant Parisien and after dinner dance at Lee Gardens.
Charles Chamier presents Revue "Snappy," Star Theatre, 9.30 p.m.
Queen's Theatre: "Monsieur Beaucaire."
World Theatre: "In Hollywood with Potash and Perlmutter."
Star Theatre: "Sun Up" (matinee only).
Principal Mails:—Inward: America, Canada, etc. (Empress of Russia); Australia, etc. (Otago). Outward: Canada, America, etc. Europe via Victoria, R.C. and via Siberia (President Pierce), 5 p.m.

Wednesday.

Baseball: Honolulu Chinese "Dragons" and "Tigers" (S.O.A.A.), Happy Valley Diamond, 4.30 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. Water Polo League: Royal Navy v. K.B.S.F.P.A. "A"; K.O.S.B. v. R.C. "B."
Naval and Military Y.M.C.A.: Rope Factory: Concert by Y.M.C.A. Mobile Concert Party, 7.45 p.m. Bank of Commerce: Concert by "Revelers" Concert Party, 7 p.m. "Cheer O": Whist Drive, 7.15 p.m. "Better Ole": Singing Competition, 7 p.m.
Dinner Dances at Cafe Restaurant Parisien.
Charles Chamier presents Revue "Our Cabaret," Star Theatre, 9.30 p.m.
Queen's Theatre: "Monsieur Beaucaire."
World Theatre: "In Hollywood with Potash and Perlmutter."
Star Theatre: "Sun Up" (matinee only).
Principal Mails:—Inward: America, etc. (Taigo Maru).

Thursday.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. Extraordinary general meeting, Kowloon Cricket Club, 5.30 p.m. Naval and Military Y.M.C.A.: "Cheer O": Informal Dance, 7 p.m.
Dinner Dances at Cafe Restaurant Parisien and after dinner dance at Lee Gardens.
Charles Chamier presents Revue "Our Cabaret," Star Theatre, 9.30 p.m.
Queen's Theatre: "A Kiss in the Dark."
World Theatre: "Rose of the World."
Star Theatre: "The Denver Dude" (matinee only).
Friday.
Spirits Festival (Cheung-Yuan-Chick).
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and King Edward Hotel, 5 p.m. Naval and Military Y.M.C.A.: "Cheer O": Concert, 7 p.m. "Better Ole": Concert, 7 p.m. Dinner Dances at Cafe Restaurant Parisien.
Charles Chamier presents Revue "Tally Ho," Star Theatre, 9.30 p.m.
Queen's Theatre: "A Kiss in the Dark."
World Theatre: "Rose of the World."
Star Theatre: "The Denver Dude" (matinee only).
Principal Mails:—Outward: America, Canada, etc. Europe via San Francisco and via Siberia (Taigo Maru), 10.30 a.m.

Saturday.

Lawn Bowls League:—Division I: K.C.C. v. C.C.C.; C.S.O.C. v. Police R.C.; K.B.G.C. v. K.D.R.C. Division II: C.C.C. v. Club de Recreio; East Point R.C. v. Takoo R.C.; C.S.C.C. v. Royal Hong Kong Y.C.C.; K.B.G.C. v. K.C.C. (S.O.A.A.) v. Club de Recreio, Happy Valley Diamond, 2.30 p.m.
Baseball: Honolulu Chinese v. Far East (Chinese-Philippine-Japanese), Happy Valley Diamond, 4 p.m.
Y.M.C.A. Bathing Picnic, Island Bay.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. Naval and Military Y.M.C.A.: Grand Concert arranged by Mrs. P. Youngusband, 8.30 p.m. Dinner Dances at Cafe Restaurant Parisien and King Edward Hotel.

HONGKONG

HONGKONG HOTELS & RESTAURANT HOTEL

PALE HOTEL.

Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ARROW HOUSE HOTEL; PALACE HOTEL

MARINE HOTEL

Telegraphic Address: "CENTRAL, SHANGHAI"

HOTELS

LIMITED.

In association with the GRAND HOTEL

DE WAGONS LITS, PARIS.

KING EDWARD

HOTEL

Most Modern and Central

Hotel in the Colony, all Bed

Rooms newly renovated and

installed with Box Spring Beds,

Hot and Cold Water, also

Telephone. All Trains pass in

front of Hotel. Most Moderate

Rates in the Colony.

Hotel Lunches all Steamers

and Dining Room and Lounge

is now open to the Public.

THE KING EDWARD

HOTEL BAND

WILL PLAY AS USUAL

TIFFIN HOURS: DINNER HOURS:

1 to 2, 7.30 to 9.

DINNER DANCING

SATURDAYS: 8.00 to 12.00 P.M.

TEA DANCING

TUESDAYS AND FRIDAYS: 5 to 7

PM.

MR. C. THERESSE

AND

MISS MARGUERITE SENOUB

WILL GIVE EXHIBITION DANCES ON EACH

OF THESE EVENINGS.

Private Lessons can be arranged with

them.

Tel. Add: "Victoria."

Telephone: N. C. 373.

J. H. WITCHELL,

Manager.

The Only Hotel in CANTON

Directly under European

Management.

THE VICTORIA HOTEL

SHANGHAI

Guides

and Trips

arranged for

and Special Care

Taken of TOURISTS

Cable Address: "VICTORIA."

PALACE HOTEL

Tel. N. No. 1. Tel. Ad: "PALACE."

Three Minutes from Kowloon Wharf,

Ferry Wharf and Railway Station.

Entirely under English Management.

Electric Light and Fans Throughout.

EVERY ROOM WITH PRIVATE

BATH.

Lounge, Bar and Billiard Rooms.

Unrivalled Cuisine under the personal

supervision of the Proprietress.

TERMS MODERATE.

Special Terms to Families on applica-

tion to—

Mrs. J. H. OXBERRY,

Proprietress.

44

ON SALE

HONG KONG HANSARD RE-

PORTS OF THE MEETING

of the LEGISLATIVE COUNCIL

for the Session 1926.

Revised by Members.

PRICE \$5.

HONG KONG DAILY PRESS OFFICE

WHISKY from the WOOD!

MACGREGOR'S

V. O. S.

in 4 1/2 gallon casks.

—

Ideal for a Mess.

—

Caldbeck, Macgregor & Co., Ltd.

Incorporated under the Companies Ordinance

of Hong Kong

PRINCE'S BUILDING,

TEL. CENTRAL 75.

(31)

FOR SALE,

PACKETS OF FOREIGN

POSTAGE STAMPS

NO TWO STAMPS THE SAME



JUST ARRIVED

A SHIPMENT OF

TUBORG BEER

Purveyors to
The Royal Danish Court.
The most popular Danish Beer
on the Market.
6 doz. pps. . . \$21.40 duty paid.

Sole Agents

GANDE, PRICE & CO., LTD.,

Wine and Spirit Merchants.

St. George's Buildings, No 2, Ice House Street,
Tel. Central No. 135. Hong Kong.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement.

SHEWAN, TOMES & CO.

GENERAL MANAGERS,
HONGKONG.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCKS—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

SH (H.W.O.S.T.) 34 ft. 6 ins

—THREE SLIPWAYS—

Capable of Handling Ships Up to

8,000 Tons Displacement

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius

BUTTERFIELD & SWIRE, Agents,
HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAIKOODOCK, HONGKONG."
TELEPHONE No. 212.
CABLE FLAG: "C" OVER "ANG. PENANGT."

BATTLE FLEETS AND CRUISERS.

THE ANGLO-AMERICAN NAVAL PROBLEM.

WHAT IS EQUALITY OF FIGHTING FORCES.

STATEMENTS BY EARL BALFOUR AND
MR. WINSTON CHURCHILL.

[BRITISH WIRELESS SERVICE.]

Rugby, August 7th.

Lord Balfour, who was chief of the British delegation to the Washington Naval Conference in 1922, made an important pronouncement on the subject of the recent naval limitation conference at Geneva, in a speech at East Lothian yesterday.

Its chief feature was a piece-meal statement, which he made in reply to Mr. Gibson, head of the American delegation at Geneva, who, he said, had inadvertently misquoted what he had said at Washington in accepting 450,000 as the tonnage for auxiliary ships of the battle fleets.

Lord Balfour said the main subject that the Washington Conference had dealt with was battle fleets.

"But you have to remember that a battle fleet does not merely consist of battleships and not merely consist of battleships in the full sense of the term. A fleet which consisted only of battleships would be like an army which consisted only of artillery, and of infantry that was deprived of all those accessories without which an army is helpless. You will, therefore, see that when we were discussing equality of battle fleets, we also had to take into account equality between those accessory vessels, which without themselves being battleships are necessary that battleships should do their work. The Americans and ourselves agreed that necessary accessories of the battle fleet might well be put, both in the case of America, and in the case of Great Britain, at 450,000 tons. But, of course, that statement was only made with regard to accessory ships of the battle fleet, and not with regard to all the multifarious and manifold duties of sea protection of an Empire stretching over the world."

I have been repeatedly misquoted. The statement regarding cruisers that were accessory to battle fleets has been interpreted as meaning that the whole force of cruisers required to protect the British Empire, the commerce of the Empire, and lines of communication between different parts of the Empire, should be met by 450,000 tons.

The Former Statement.

Lord Balfour then read the actual text of what he said at the second plenary session of the Washington Conference regarding the 450,000 tons allowance for auxiliary vessels proposed by the United States.

It was as follows: "They have, as we think rightly taken the battle fleets as an aggressive unit, which they have in the main to consider, and in a battle fleet you must include those auxiliary ships without which a modern battle fleet has neither eyes nor ears, has little power of defence against certain forms of attack, and little power of dealing with any equal force to which it may be opposed. Taking these two as really belonging to one subject, namely battleships themselves and vessels auxiliary and necessary to a battle fleet, we think the proportion between the various forms of auxiliaries is acceptable, and the limitation of the amount is reasonable. We think it should be accepted, and we firmly believe it will be accepted."

Auxiliary Ships of the Fleet.
Lord Balfour continued, "You observed, therefore, that, on behalf

of the British Government, I accepted 450,000 tons as a reasonable and equitable amount for auxiliary ships of the fleet, and that I made no reference at all, either by suggestion or in any other way, to the numerous purposes for which other cruisers or auxiliary ships would be required for such an Empire as our own. I do not think that extract is capable, if quoted in its entirety, of any possible misconception. But whenever it is quoted in the American press, and in the shape apparently in which Mr. Gibson said it, these words are left out: "Taking these two, namely battleships themselves and vessels auxiliary and necessary to a battle fleet."

Lord Balfour added, "That is the pivot on which the whole thing turns. They comprise essentials of the distinction that we draw. That explanation is very important, and on it, indeed, turns in the main the contention of the American case. I have every hope the subject will be re-opened, and will lead to a remedy which will promote the two great objects which the President of the United States had in view—economy, and diminution of armaments with security."

MR. WINSTON CHURCHILL.

DIFFERENT VIEWS OF EQUALITY.

Speaking at Haslemere, also on the failure of the Geneva Conference, Mr. Churchill, the Chancellor of the Exchequer, said: "The fundamental cause which prevented an agreement lay in the different views taken of what constitutes naval equality by the Americans and ourselves."

We favour a broad guiding principle of naval equality between the two English-speaking nations, but the Americans hold that equality or as they call it parity—must be measured by equal tonnage and should be expressed in mathematical parity. We, on the contrary hold that the principle of naval equality must be based not only on mere numbers or tonnage, but must take into consideration the quite different conditions of two communities. We feel that our position as an island Empire is dependent as an integral existence, and indeed for its daily bread, upon our power to keep open the paths across the ocean. If these paths could be closed at the will of any other nation, the united life of the British Empire, and even the independence of its various parts, would no longer rest in our own keeping."

We contend that our position is entirely different from that of a vast self-contained community. Therefore, we are not able to embody in a solemn international agreement any words which would bind us to the principle of mathematical parity in naval strength. The doctrine of naval equality, if it is to be accepted by us, must take into consideration the whole position of our countries on the sea. Nevertheless, there is substance in the American contention that minor vessels, which we need to keep our sea roads open, and to protect us from starvation, might enable us to interrupt the sea routes of others. It is one of the difficulties of the problem, and it ought to be studied patiently for a long period of years in good faith and in good comradeship, by the kindred on both sides of the Atlantic.

BEST ARMY SHOT.

JAGGER DOES IT AGAIN.
SERGEANT-MAJOR'S BISLEY
SMILE.

A contest of nerve thrilled a great crowd on the Century Range, when for the second time Regimental Sergeant-Major W. Jagger, 2nd (King's) Royal Rifle Corps, won the King's Medal for the best shot in the Army.

Bluff and squarely built, he had tied, with a score of 173 points, with a much younger and taller man, Lieut. A. J. Barlow, of the 1st West Yorkshire Regt.

"Shoot off three shots each, at 800 yards, and then shot for shot," came the order.
From the 300 yards range the 100 soldiers in uniform who had just fired streamed back, and to a man, with the sailor's register-keepers, range officers, and hundreds of excited men and women spectators, they ringed round the two duellists, while there was a trying 15 minutes' wait for the targets to be changed.

Calmly the sergeant-major cleaned his rifle and painted the sights with dense black to secure a minimum of glitter. Then he turned to his friend with a smile, as if he seemed almost indifferent to whether he was to repeat his 1925 success or whether victory was to go

to that younger man who was waiting with compressed lips and slight pallor of the cheeks.

Duel of Nerve.

The targets ready, the two men shook hands and lay down to shoot, while the pressing crowd murmured with excitement. Two sighting shots, which did not count, and both men got a magpie and a bull's head. Then began the duel of nerve.

Lieut. Barlow fired and got an inner, which counted 4 points, firing a little low. The sergeant-major scored a bull's head, and other inner was scored by Barlow, and then a bull after he had taken long and anxious aim. The sergeant-major fired twice. He scored two inners.

Encouraged at holding his redoubtable opponent, Lieut. Barlow, with his fourth shot, scored a bull, but, amid great applause, the sergeant-major also scored a bull.

Quickly the sergeant-major fired again, and this time went to the length of manfully shaking his head up to the moment when the signal came that it was a bull. A moment later Lieut. Barlow fired, but only scored an inner.

The crowd cheered the sergeant-major, who had thus won with his fifth shot by the margin of one point, and then they cheered him in the traditional way through an enthusiastic crowd back to camp. Then he gave just a little smile.

IN HANKOW.

GREAT HATE OF CHIANG KAI SHEK.

ODD BEHAVIOUR OF SPECIAL AREA SECRETARY.

HANKOW, July 29th.

The taking over of the administration of the Sino-British special area by the new Director, is being complicated by the conduct of the secretary, Mr. Hsueh.

He has refused to attend office for the past three days. The half-yearly statement of accounts should be prepared next week, and this should be immediately followed by a foreign audit, when revelations are not unexpected.

The notes of the Central Bank of China are depreciating daily and the rate to-day is Hankow Tls. 175 for Shanghai Tls. 100.

A visitor who has just returned to Shanghai from Hankow told a representative of the North-China Daily News a few interesting facts regarding the situation there.

First of all, he said, Wuhan is quiet, much quieter than it has been for several months. The labourers have been put under control by General Ho Chien, a most ardent supporter of the Wuhan Government but a bitter enemy of the Communists, and the pickets are no more.

Exit Comrade "Mike."

The Bolsheviks have been put into their proper places and many have quit, though quite a number remain. Comrade "Mike" Borodin, alias Borg, alias Gruenberg, alias George Brown, and his accomplices and other leading agitators have disappeared. "Mike" has gone back to Moscow, overland, after having filled several motor cars with provisions, including almost everything from lemonade and sarsaparilla to extra tyres. Though the political advisers have left, most, if not all, of the military advisers, including General Galen, are still in the city and it was whispered that they had already made preparations to flee, should their effort to wipe out General Chiang Kai Shek fail.

Hatred of Chiang Kai Shek.

Then, said our informant, the city is full of posters. In place of the old anti-foreign and anti-imperialistic placards are now posted up glaring posters denouncing Chiang Kai Shek, the traitor. Almost everybody in Hankow seems to be of the opinion that General Chiang is nothing more or less than a schemer, a man who wants to be a super-Tuchun, a dictator, and even a Napoleon.

The Wuhan Government officials, who now profess to be anti-Bolshevik and who are most indignant at the very suggestion that they were ever Communists, say that "are quite prepared for a rapprochement with the Nanking 'crowd' but they will never arrive at any satisfactory settlement until Chiang Kai Shek is put out of the way. Chiang must be done away with, they say, once and for all; he must be put in his place where he will never again be a menace to the Nationalist movement."

Debased Paper Currency.

There is a financial stringency in Wuhan, our informant said, which will not be easy to overcome. The officials are greatly concerned over this and all steps are being made to readjust matters. Already, the paper money's value has gone up somewhat. According to our informant, more than \$60,000,000 had been issued in notes which, as everybody knows, have depreciated most considerably.

The railway services have been resumed to Chengchow on the north and to Changsha on the south. Most of the trains are full of troops, but, in spite of this fact, a certain amount of freight is being carried as well as a large number of passengers.

Confidence is slowly being restored. Many merchants, including not a few foreigners, have resumed business and the Government is most optimistic. Should the present quiet prevail, they say, things will settle down and be normal in the near future.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, August 7th.

Paris	124.035
Brussels	124.035
Amsterdam	12.12.5/16
Berlin	30.42
Copenhagen	18.14
Vienna	24.50
Helsingfors	19.2
Lisbon	2.7/15
Bucharest	7.5
New York	4.85.15/16
Geneva	25.21
Milan	28.27
Stockholm	18.13
Oslo	18.905
Prague	24
Madrid	28.68
Athens	27.04
Rio	5.55/14
Buenos Aires	46.13/16
Bombay	1/5.51/64
Yokohama	1/11.11/29
Shanghai	3/6
Hong Kong	1/11
Silver (spot)	64
Silver (forward)	25.7/16



THERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how peacefully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

Glaxo
The Vitamin Milk Food

"Builds Bonnie Babies"

W. R. LOXLEY & CO., Sole Agents.

EXCHANGE.

CLOSING QUOTATIONS.

August 8th, 1927.

ON LONDON.—	
Telegraphic Transfer	1/11
Bank Bills, on demand	1/11 3/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	—
Credit, at 4 months' sight	2/0 5/16
Documentary Bills, 4 months' sight	—
ON PARIS.—	
Bank Bills, on demand	1/135
Credit, 4 months' sight	1/270
ON NEW YORK.—	
Bank Bills, on demand	48
Credit, at 60 days' sight	48 1/2
ON BOMBAY.—	
Telegraphic Transfer	1/20
Bank Bills, on demand	1/20
ON CALCUTTA.—	
Telegraphic Transfer	1/20
Bank Bills, on demand	1/20
ON SHANGHAI.—	
Bank Bills, at sight	7 1/2 d. c.
Private, 30 days' sight	—
ON YOKOHAMA.—	
On demand	89
ON MANILA.—	
On demand	8 1/4
ON SINGAPORE.—	
On demand	8 1/4
ON BATAVIA.—	
On demand	11 1/2
ON HANKOW.—	
On demand	nom
ON HONGKONG.—	
On demand	nom
SOVEREIGN, Bank's Buying rate	\$9.90
Gold LAY, 100 fine, per tael	—
Bar SILVER, per oz.	25 7/16

BRITAIN'S WOMEN BARRISTERS.

NOT MAKING GREAT
HEADWAY.

Women made a great fight for the right to become barristers. Is the profession really as popular now with women as it appeared to be five years ago when the first woman law student had just been called?

If figures show anything, the reply must be "No." Three and four years ago, in the first flush of novelty, the number of women students called in a term came comfortably within two figures. Today the terminal numbers have dwindled to half, and less than half. There is no exact means of giving the total number of women barristers at the present time, unless one is prepared to conduct a name-to-name search through about 10,000 names in the "Law List," but it would come as a surprise to a good many if the number exceeded two hundred.

Obviously, it is too early to judge the work of any barristers—women or men—who have only been called five years or less. We cannot, in the nature of things, expect to see women judges of the High Court for many years, though paid good ones at that, may make their appearance sooner than we imagine.

But there are many signs that the advocate's calling will always remain a highly specialized one so far as women are concerned. There will always be certain kinds of cases—breach of promise, disputes over dresses and hats—where a woman's opinion should and will tell with a jury; and it may be predicted that in this class of cases generation will see two or three women advocates in the front rank. (Continued at foot of next column.)

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

August 8th, 1927.

A.K. Bank	11,085 x. div. buy, 1,040 ss.
Do	—
Do	—
London	23 1/4 nom.
Chartered Bank	23 1/4 nom.
Merchants Bank	23 1/4 nom.
Do	—
P. & O. Bank	23 1/4 nom.
East Asia Bank	23 1/4 nom.
Canal Insurance	23 1/4 nom.
China Insurance	23 1/4 nom.
North China Ins.	23 1/4 nom.
Union Insurance	23 1/4 nom.
Yongtze Insurance	23 1/4 nom.
China Fire Insurance	23 1/4 nom.
Hong Kong Fire Ins.	23 1/4 nom.
Douglases	23 1/4 nom.
Steamboats	23 1/4 nom.
Hong Kong Tugs	23 1/4 nom.
Indo-China (Fret)	23 1/4 nom.
Do	—
Shell Transport	23 1/4 nom.
Star Terres	23 1/4 nom.
Waterworks	23 1/4 nom.
China Sugar	23 1/4 nom.
Malayan Sugars	23 1/4 nom.
Benguet	23 1/4 nom.
Kailash Mining	23 1/4 nom.
Langkai (combined)	23 1/4 nom.
Do	—
S'hat. Exploration	23 1/4 nom.
Shanghai Loans	23 1/4 nom.
Bank	23 1/4 nom.
Tromon Mines	23 1/4 nom.
Ural Caspian	23 1/4 nom.
H.K. & S. Wharfs	23 1/4 nom.
H.K. & S. Docks	23 1/4 nom.
Hongkong	23 1/4 nom.
New Engineering	23 1/4 nom.
Shanghai Docks	23 1/4 nom.
H.K. & S. Hotels	23 1/4 nom.
H.K. Lands	23 1/4 nom.
Hong Kong Realty	23 1/4 nom.
H.K. Territorials	23 1/4 nom.
Rumphenys Estates	23 1/4 nom.
Prince's Buildings	23 1/4 nom.
Rural Lands	23 1/4 nom.
Euro Cottons	23 1/4 nom.
Oriental	23 1/4 nom.
Shanghai Cottons (old)	23 1/4 nom.
Do	—
China Buses	23 1/4 nom.
H.K. Tramways	23 1/4 nom.
Post Office (old)	23 1/4 nom.
Do	—
Singapore Tractors	23 1/4 nom.
Tans	23 1/4 nom.
Amusements	23 1/4 nom.
Canton Toss	23 1/4 nom.
Cements (combined)	23 1/4 nom.
Do	—
China Lights (comb.)	23 1/4 nom.
Do	—
Do	—
China Provident	23 1/4 nom.
Contractions	23 1/4 nom.
Dairy Farms	23 1/4 nom.
Der. & Wings	23 1/4 nom.
H.K. Electric	23 1/4 nom.
Macao Electric	23 1/4 nom.
H.K. Electric (old)	23 1/4 nom.
Do	—
Lane Crawford	23 1/4 nom.
Macintosh	23 1/4 nom.
Sincores	23 1/4 nom.
United Asbestos	23 1/4 nom.
Yamato (old)	23 1/4 nom.
Win. Fowells	23 1/4 nom.
Telephones	23 1/4 nom.
buy—buyers; sel—sellers; ss—sales nom—nominal	—

In the second rank—common and non-jury and county courts and quarter sessions—there will be a larger number of those showing a competency, but these will only be a handful among the learned friends of the opposite sex.

"HAZELINE" SNOW

Ladies find it the ideal non-greasy toilet preparation. Men use it after shaving because it soothes and cools the skin.

"HAZELINE" ROSE FROST

for those who need a touch of colour.

Bott in glass pots
All Chemists and Stores

BURROUGHS-WELLCOME & CO.

(Proprietors) THE WELLCOME FOUNDATION LTD.

LONDON AND SHANGHAI

All Rights Reserved

4569

M. LEO PODOLSKY.

A DISTINGUISHED RUSSIAN ARTISTE.

SOME INTERESTING DETAILS.

M. Leo Podolsky, who gave a brilliant pianoforte recital at the Queen's Theatre last night is no stranger to Hong Kong or to many of its residents. It was five years ago when this distinguished Russian pianist paid his last visit here.

In a chat with a *Daily Press* representative yesterday he gave some interesting particulars of his career and tours of the Far East.

His musical career has been a romantic one. He began his training when eight in Odessa. He studied under Professor Lalewicz, and in 1914 he won the Liszt prize, and later signed a contract for a two-year concert tour, one of which was to be spent in America. The war, however, forced him to forego the fulfilling of this contract and on his way to Petrograd and Moscow he gave several recitals.

To-day he is one of the foremost pianists in the World, and holds a high post in one of the biggest music academies in the world, namely the Sherwood Music School in Chicago.

Speaking of his present tour, M. Podolsky said this was a record tour of four and a half months space. "I undertook this tour," he said, "mainly as a recreation, but have found that I have crammed a lot of recitals into it."

During this tour he gave no fewer than 40 concerts in 51 days in Java and Sumatra. From there he went to Singapore, where he gave one recital, and then came on to Hong Kong.

"I am sorry that I have had to confine myself to so few recitals, in many cases only one, in one place of visit. I regret this especially in Hong Kong, where I am so well known, for Hong Kong is a place I should like to have seen a little more of it, after a five years' absence. However, I cannot help it, for from here I am booked to give recitals in Shanghai, Japan and Honolulu. Then my time of recreation will be up, and I must return to Chicago."

M. Podolsky explained that he has to be back in Chicago by September 10th, as he has been appointed a Professor at the Sherwood Music School, the first institution of its kind in Chicago and one of the biggest institutions of its nature in the whole world.

This can be recognised when it is stated that there are no fewer than 5,000 pupils under 150 professors and teachers studying there. Only the greatest musicians are engaged as teachers. Sherwood can pay better than the institution at Leipzig, and that is why the best masters are secured for it.

M. Podolsky, our representative learned, is personally in charge of the Masters School (the cream of musicians in other words). In former years there were Masters Schools at Berlin and Vienna and fabulous prices were paid to the teachers. Chicago went one better, and for every one Master engaged on the Continent at these great schools of music they engage about ten.

Asked his age, M. Podolsky admitted that he was only 33.

Ten years ago, he stated, he went on tour from Tokyo, and gave 420 concerts. It was 1917 when he started, and he completed his tour in 1922.

He has made 98 sea voyages. On previous trips he covered 8,000 kilometers by car in Java and Sumatra, and during the present tour covered over 2,000 kilometres.

Mme. Mirova.

Mme. Vera Mirova, who is M. Podolsky's wife, is a classical dancer of brilliance.

She has appeared in Belgium, Switzerland, France, Spain and Germany.

As one who has seen her dance on many occasions, told our representative, her whole body seems to music, inspired by music in such a manner that she interprets the music through her dancing which seems to speak more clearly than words.

This was borne out in her marvellous dancing last night at the Queen's. She is accompanied in her dances by M. Podolsky.

It is interesting to note that she appeared before the Queen of Roumania in Chicago, when Her Majesty was there.

As a guest star, she danced by the invitation of Adolf Bohm at the Ballet in Chicago, which invitation was one of the greatest compliments that could have been paid to her and her art.

To-day, M. Podolsky goes to Mexico to give a recital, and leaves for the North to-morrow.

TWO GREAT ARTISTS.

"LEO PODOLSKY" AND "VERA MIROVA" AT THE QUEEN'S.

A WONDERFUL CONCERT.

It was with great anticipation that I went to the Queen's Theatre last evening to hear Leo Podolsky's classical piano recital and to see again the greatest interpreter of classical dancing, Madame Vera Mirova, and my hopes were not disappointed. It certainly was an entertainment of the highest order for which thanks are due to the management of the Queen's. The audience was very enthusiastic and if all demands for encores had been fulfilled the performance might never have ended. Unfortunately, however, the audience was not as large as a performance of this standard deserves and it is thought that the attendance must have been affected by the hot and unsettled weather and to the fact that two concerts were given on the same night, the second one being at the Theatre Royal.

The programme opened with Bach-Stradal's Organ Concert played by Leo Podolsky—a storm of emotions, a richness of colour and movement such as I have not experienced since Godowsky was in Hong Kong. In this initial number M. Podolsky proved how great an artist he is. The next item was Sarabande, a 18th century tune by Rameau Godowsky in which Vera Mirova gave a very pleasing, solo dance. Brahms Intermezzo showed the high musical feeling of Vera Mirova; her dancing was a poem and interpreted every note of Brahms. Then Mr. Podolsky played the Romance by Schumann, and Brahms Rhapsodie. In both these popular concert pieces he played as only Podolsky could play it.

The second part of the programme opened with Godowsky's "Old Vienna" to which Vera Mirova danced with a verve which equalled that even of Pavlova. She appeared as a beautiful Dresden Fayence figure and the colours were as bright as if the porcelain came freshly from the kiln. A vociferous encore was the result of this beautiful display of dancing. Subsequently M. Podolsky played Debussy's Moonlight and two poems by the young Russian, composer Scriabine. Then came a Hindu dance by Vera Mirova and the Rhapsodie by Dobnanyi which has not been played here before.

The performance closed with "L'Homme Mecanique" the dance arranged by Prokofiev, to interpret the present century where everything is due to mechanism and there is little soul or heart. Niddy Impokoven was the first interpreter of "L'Homme Mecanique" and made a great sensation with it. Vera Mirova danced it in an imitable style.

It is a great pity that only one concert was arranged; a repetition of this programme would fill the theatre.

SNAPPY.

CAPITAL PERFORMANCE AT THE STAR.

Mr. Charles Chalmers' talented "Caret" Company followed up their initial success with "Cook-tails," by presenting "Snappy" another very clever and amusing show, at the Star Theatre last night. Another performance of the same production takes place this evening. The troupe was in specially good form last night and the audience thoroughly enjoyed themselves from start to finish. To-morrow and Thursday "Our Cabaret" will be given and "Tally Ho" on Friday and Saturday.

BENNO MOISEWITSCH'S SECOND CONCERT.

Last night's concert, the second and last of Moisewitsch's stay in Hong Kong, was not all fireworks. Sometimes the piano trilled softly, more sweetly than any nightingale; sometimes it crooned soothingly. And then it would burst out into thunders of sublimity. For such pieces as Chopin's Prelude in B flat Minor, Scherzo in B Minor, Mazurka A Minor and Polonaise A flat Major, the applause came freely. When Moisewitsch reached the end of his programme his audience recalled him again and again.

FOR THE SERVICES.

THE PROGRAMME FOR THE WEEK.

"ANOTHER CITY HALL CONCERT."

A very attractive programme has been arranged by the Naval and Military Y.M.C.A. Entertainment Committee for the current week. In addition to concerts and what drives at the "Cheer O" and "Better 'Ole" Y.M.C.A.'s entertainments have been arranged at barracks and billets.

Next Saturday the first of a new series of fortnightly grand concerts will be given at the City Hall. Mrs. Costen has had to give up organising these, as she is leaving the Colony for Haiphong, and her work has been taken up by a sub-committee who have every intention of not allowing the Servicemen to forfeit a fortnightly treat that they very much appreciated.

Next Saturday's concert is being arranged by Mrs. Youngusband, another hard worker for the Service Y.M.C.A.'s.

Last night a capital concert for which Miss O'Keefe was responsible, took place at the Royal Air Force Depot, Cameron Road, and it was much enjoyed, especially the dancing by her pupils.

The Programme.

The programme for the current week is as under:—

To-day:—"Cheer O": Concert, 7.30 p.m.; "Better 'Ole": What drive, 7 p.m.

To-morrow:—"Rope Factory": Concert, by the Y.M.C.A. Mobile Concert Party, 7.45 p.m.; Hankow Barracks: Concert, by the "Revelers": Concert Party, 7 p.m.; "Cheer": What drive, 7.15 p.m.; "Better 'Ole": Singing competition, 7 p.m.

Thursday:—"Cheer O": Informal dance, 7 p.m.

Friday:—"Cheer O": Concert, 7 p.m.; "Better 'Ole": Concert, arranged by Entertainment Committee, 7 p.m.

Saturday:—"City Hall": Grand concert, arranged by Mrs. P. Youngusband, 8.30 p.m.

Sunday:—"Men's": meetings: "Cheer O", 7.45 p.m.; "Better 'Ole", 8 p.m.

GIVEN AWAY BY THE DOGS.

SERVANT WHO TURNED THIEF.

A Chinese pleaded guilty before Mr. R. E. Lindsell yesterday to burglary at Nos. 2 and 3, Mallory Street, Wanchai, on Saturday night when he stole a quantity of jewellery and money worth \$9,000, the property of Mrs. Peuster, wife of Mr. P. O. Peuster of Messrs. John Manners & Co.

Serg. Rozesky said that all the stolen property with the exception of a pair of earrings and \$10 had been recovered. The accused had previously worked for Mr. Peuster but left at the time of the 1925 strike. Recently he had again called at the house, but was ordered by Mr. Peuster not to go there again.

Asked how the police got on the accused's track, the Sergeant said that when he (witness) went to the house two dogs on the premises "went for him." This led him to enquire how it was that the dogs did not bark at the thief. It was then that Mr. Peuster suspected the accused. The accused was arrested and a search of his house led to the discovery of the jewellery tied in a handkerchief and left by the accused in the custody of his wife.

Sentence of six months' hard labour was passed.

THE BUTCHER AND THE BOY.

ASSAULT OR "TWO SLAPS" STEALING MEAT.

When a butcher of West Point market was charged at the Central Magistracy yesterday with assaulting a small boy on Saturday, he said he only gave the boy two slaps because he tried to run away with out paying for five cents' worth of beef bought at defendant's stall.

Inspector Grant stated that the boy had been in the habit of buying at defendant's stall, but because he had been overcharged he had bought his beef elsewhere. The stallholder became angry and is alleged to have knocked the boy down and stamped upon him with clove.

The Magistrate (Mr. R. E. Lindsell) adjourned until to-day, allowing defendant bail in \$25.

LOCAL WILLS.

SHAMEEN BOMB OUTRAGES RECALLED.

FRENCH MERCHANT'S ESTATE.

The bomb outrage at Shameen in June, 1924, when a bomb was thrown during a dinner given by the French Consul at Shameen in honour of the Governor-General of Indo-China is recalled in connection with a will of one of the victims.

Letters of administration with the will annexed of the estate of Henri Gillaume Gerin, a partner, in the firm of Gerin, Drevard & Co., Silk Merchants, Shameen, Canton, who died at Shameen under the circumstances stated on June 19th, 1924, have been granted to Mr. Michel Drevard, merchant of Shameen, the attorney of the widow of deceased, who is now resident in Paris, and who is the sole beneficiary under the will.

Deceased left estate in this Colony valued at \$3,500.

Extensive Estates.

Letters of administration with will annexed to the estate of Cheng Hong Pui, alias Cheng Man Yeung, alias Jacob Tsing Aphoi, late of Mengtau (or Mongtau), Yunnan, merchant, who died on June 10th, 1925, in a district outside the Western Gate of Mengtau, has been granted to Ng Wai Kan, 14, Queen's Street, Hong Kong, the attorney of Tsienk Koy, alias Cheng Kwai, alias Cheng Kan Shing, alias Charles Nam Sang, of the same district as deceased.

The deceased attached a photograph of himself, and one of his executors to the will, and states that he was a native of the Hsueh Shan district, had a wife, three concubines, and three sons, the last mentioned aged 15 years, 8 years and 6 years, respectively when the will was made on April 3rd, 1925.

Deceased stated in the will that he had extensive properties in Tonkin, Yunnan, Hong Kong, the Prefecture of Kwang Chan, Macao and in his native village, and various other places.

He directs that the executor must wait until all the sons, including posthumous sons have attained maturity before administering the estate between them jointly.

European Will.

Resealing of probate of the will of the late Mr. John Murray, late of 12 Ashburn Gardens, South Kensington, London, has been granted to Mr. L. R. Andrews, of Messrs. Johnson, Stokes and Master, the attorney of the widow and other executors.

Deceased left net estate in England amounting to £18,033, and estate in this Colony valued at \$11,800.

He directs that £500 be paid immediate expenses, and bequests to her various things such as jewellery, trinkets, the use of a house and a certain income.

He bequeathes £50 per annum each to two female domestic servants, and also makes many other bequests to relatives in a very lengthy will.

LETTER FROM BIAS BAY.

KIDNAPPED COMPADRE WRITES HOME.

"UNTOLD HARDSHIP."

After weeks of suspense a letter has at last been received by the aged mother of Luk Shing San, the Chinese compadre of the a.s. *Solovien* who was captured by pirates.

The letter was written in the pirates' den and although it was not a cheerful one, it at least helped to kindle hope in the old lady's heart. Mr. Luk wrote to say that he is passing through untold hardship and begged his mother to do her utmost to effect his release. The note was only a brief one, and according to the mother, it did not give any address. It mentioned nothing about ransom, so the old lady is somewhat puzzled as to what steps to take to set her son free.

TWO MOTOR OFFENCES.

Captain Thomas, a local motorist, was fined \$5 at Kowloon Magistracy yesterday for driving his car without a light in Nathan Road on July 10th at 10.45 a.m.

Easterbrook was also summoned for disregarding an Indian constable's signal to stop when driving his motor-cycle on July 9th. Defendant said he did not know anything about the signal.

An Indian constable said that defendant came out of Wuhu Street into Kowloon City Road. The light was against him, but he did not stop. The summons was dismissed with a caution to defendant.

VALLEYS OF DEATH.

TORRENT WIPES OUT GERMAN VILLAGES.

130 PEOPLE KILLED.

DRESDEN. Thunder and darkness and the rush of mighty waters have brought death to the loveliest of the valleys of Southern Saxony.

The full extent of the catastrophe last month, when the streams became great rivers that carried away all in their path, is not yet known, but it is feared that at least 130 people have lost their lives.

The burgomaster of Berggiesshubel told me to-day, says a correspondent of the *Daily Mail*, that in his village, which has suffered the most, 83 persons were killed and 15 people are still missing.

Two valleys of the pretty country which is often called the Saxon Switzerland—the green valley of the Gottleube and the valley of the Mglitz—are the chief scenes of the disaster. The people of the villages on the banks of these two narrow streams, with brown water flowing rapidly to the Elbe, are humble people who live by cultivating the ground and by making toys and watches. In summer they look after the needs of the visitors to the village inns.

Two Awful Minutes.

I have talked with numbers of these poor people to-day, and they tell a tale of two awful minutes.

"At midday there was a thunder-storm," said one woman, "and all day there was a torrent of rain. The river overflowed its banks, and as the water kept rising we did not go to bed. It must have been about half-past ten when the worst came. A towering wave of water rushed through the valley and in two minutes it had done what you see"—and she embraced the ruins around us in a sweeping gesture.

This was at Berggiesshubel, the village which had suffered most. The Gottleube was rushing over its stony bed, and had I not seen all around me the evidence of its fearful power I could not have believed that this narrow stream could possess such titanic power.

There were the heaps of stones and bricks and roofing which had been houses. Four houses had been bowled over like minarets by the water. The inhabitants had perished. And near these ruins were houses of which the front walls had been wrenched away by the water.

Bridges Swept Away.

The people in this village who suffered least were those whose houses were only flooded to the first or second floor. Their goods and chattels, covered with mire, were piled in the street, and the carcasses of horses, cows, pigs, and sheep, which had been brought on the swirling water were lying about. A stone bridge recently strengthened for motor traffic had been swept away.

The destruction of bridges has closed communication with many places. I had to abandon an attempt to get to Glaschutte, a little town famous for its watch-making industry, because the bridges on the way had been destroyed, and the towns where many had been killed could not be reached without making a great detour.

NEW GERMAN TARIFFS.

PROTECTION FOR FARMERS.

The provisional German Tariff drawn up in 1925 will lapse on July 31st, and the Reichstag was asked to sanction a proposal for it to remain in force until December 31st, 1929.

Dr. Kohler, Finance Minister, is recommending this course, pointing out that the income from Customs duties rose from 229,000,000 in 1925 to 247,000,000 in 1926.

At the same time, the Minister of Food, Dr. Schiele, submitted proposals for increasing the duty on imported potatoes and sugar, which he defended on the ground that the farmers, especially the peasant farmers, require this measure of protection.

"In the question of Customs duties," he said, "we must hold fast to the principle of solidarity between industry and agriculture."

QUEEN'S THEATRE

TO-DAY and TO-MORROW at 2.30, 5.10, 7.15 & 9.20

RUDOLPH VALENTINO

The Screen's Greatest Lover as the Hero of one of the Most Famous Romances ever written

MONSIEUR BEAUCAIRE

The second of the big pictures being screened again as a result of the recent voting.

WORLD

STAR

IN HOLLYWOOD WITH POTASH AND PERLMUTTER

CONRAD NAGEL AND PAULINE STARKE IN SUN-UP

A tale of hill feuds

TO-DAY AND TO-MORROW Orchestra at 5.15 & 9.20 only. Chinese Interpreter at 2.30 & 7.15.

TO-DAY AND TO-MORROW Continuous from 2.30.

STAR TO-NIGHT

At 9.30

"SNAPPY"

ANCHOR BRAND PURE MANILA ROPE.

"THE CORDAGE YOU CAN TRUST."

MARINE ROPE ESTABLISHED 1834 ROPES OF ALL SIZES FOR ALL PURPOSES

TRANSMISSION OF POWER ROPE MADE FROM PURE MANILA HEMP

CABLE LAD HAWSEERS WELL DRILLING CABLES MANUFACTURED BY THE MOST MODERN MACHINERY

STOCKS ON HAND OF ALL SIZES ENQUIRIES SOLICITED.

Factories—MANILA P.I. KING'S BUILDING. HONG KONG OFFICE: Telephone Central 9165. [A.P.S.]

Lubricants SEDNY MOTOR OIL

THERE'S A LONG LONG TRAIL of Bugs, Fleas, Flies, Beetles, Mosquitoes, etc., all killed by KEATING'S

KEATING'S

HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS

The Paper to send Home.

ON SALE.

BOUND VOLUMES of the HONG KONG WEEKLY PRESS, July to December, 1926.

With Index, Price—\$7.50.

On sale at the Hong Kong Daily Press Office.

Summit

COAT DRESS SHIRTS

This is a sensible and convenient development of the "pull over" shirt. It means that one can put on one's shirt just as a coat and not draw it over the head as in the "pull over" style. The toilet can be completed—as this method does not "ruffle" the hair—without inconvenience before putting on the shirt. Moreover, this style can be cut closer to the body, dispensing with a considerable amount of surplus material and thereby giving a better "set" to the dress suit.

Pleated Fronts with Stiff or Soft Double Cuffs.
\$6.50 \$8.50

Stiff Fronts, Plain or Fancy Pique.
\$6.50 \$8.50

Summit

Quarter-size
DRESS COLLARS

WE ALLOW 10% DISCOUNT FOR CASH

Mackintosh

MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD

The Typewriter that interested
H.M. THE KING.

IMPERIAL TYPEWRITERS

are now obtainable
in Hong Kong.

Twenty years experience is behind the "Imperial" Typewriter, made in England. If it were not superior to Foreign Machines, would the Home, Dominion and Colonial Governments, including Hong Kong, replace Foreign Typewriters by this British machine?

EFFICIENCY & ECONOMY

demand that you inspect it
because it is
CHEAPER & BETTER.

The second shipment will arrive shortly.
Orders now accepted for all models, including the famous super-perfected Model 50.

Demonstration at any time at the

Sole Agents:

T. E. GRIFFITH, LTD.

6, Queen's Road Central.

Tel. C. 3517.

[A.P. 3]

ELBSCHLOSS BEER

THE IDEAL DRINK FOR THIS WEATHER

SOLE AGENTS:

THE WING ON CO., LTD.

RAILWAY REFORM MEASURES.

PRESENT HANDICAPS ON LINES IN CHINA.

PEOPLE AND GOVERNMENT BOTH SUFFERING.

PEKING, July 20th.

The first essential in any reconstruction scheme in China is a recognition of the need for reconstruction. Not the lip service periodically paid in the meaningless phrases and literary flourishes of mandates, but a frank exposure of conditions as they actually present themselves to the observer. Such an exposure is contained in the following order issued by the Ministry of Communications.

"The communications of a country bear the greatest influence on the prosperity of the people. The arteries of railways, supplying the economic life-blood of a nation, are the pre-requisites of a well-ordered national life. The Chinese Government Railways in the past have done their share in this respect.

Weapon Destruction. "But in recent years, continuous civil strife has devastated the land and the railways have become an object of political contention. As most of the fighting has taken place along the railway lines, the railways have suffered the most. Railway properties have been wantonly destroyed, traffic paralyzed and earning power greatly diminished. Disorder and corruption prevail under the constantly changing and divided military control, which has made an efficient centralized railway administration impossible.

"With the disruption of the railway service, thereby stopping the continuous flow of commerce, the well-being of the people has been seriously affected by a state of economic stagnation, which has resulted in general business bankruptcy and financial stringency. Untold hardships have been brought upon the masses by the ever-increasing cost of living due to the lack of adequate transportation facilities to bring daily necessities to the market.

"The extent of the general suffering among the people will be better appreciated if we think of a section of the people that are more immediately affected. According to the density of population in the different provinces, there are at least 100,000,000 people living within 100 kilometres of both sides of the 9,000 kilometres of line of the Chinese Government Railways. These people are daily facing poverty and starvation, and what little business there is left is increasingly threatened with bankruptcy.

\$70,000,000 Income Lost. "Not alone do the people suffer. The loss of railway income has run down to \$70,000,000 per year and the loss of internal revenue to the Government, due to the greatly reduced volume of trade and the prohibitive taxes of various kinds can never be estimated. Railway income has been shattered, and most of the lines have defaulted repeatedly in both foreign and domestic obligations. Such a state of affairs cannot but seriously impair the confidence of the investing public in Chinese railway securities and make it impossible to utilize further credit on any large scale both at home and abroad either for the purpose of immediate relief or for new construction. Most of the railways are not even able to meet the most essential part of their operating expenses, such as salaries and wages and running stores.

"Thus the deplorable conditions of the railways is drifting from bad to worse as the disintegration of the general railway administration goes on. Immediate drastic remedies are required to save the railways or else they will soon reach a stage of deterioration beyond recovery. A fundamental solution of the railway problems on an efficient business basis requires both time and stable political conditions, and is therefore impracticable at the present time. But as a first step, practical relief measures aiming at the restoration of an adequate railway service to release the tension of the long-suffering public and to earn enough revenue to meet the minimum operating expenses can be and must be taken.

Conference of Directors Ordered. "With this in view, it is therefore ordered, that a conference of the railway directors of the various railway administrations shall be convened in the Ministry of July 25th, 1927, to discuss a programme of practical relief measures for the immediate improvement of the railways, covering such topics as follows:

1. Centralization of power of appointment and direction of the administration of the railways.
2. Reduction or abolition of excessive taxes or dues and the reduction of railway freight rates.
3. Removal of obstacles to goods traffic and restoration of through traffic arrangement.

(Continued on next column.)

THE POSITION AT KULING.

CONFISCATION OF THE ESTATE BRINGS NO PROFIT.

NANKING-HANKOW RAPPROCHEMENT.

KULING, July 26th.

It was a pleasant change to arrive on this beautiful hill top from the burning heat of Shanghai and Kiangsu, especially the latter writes a *North China Daily News* correspondent. There are about 100 foreigners here and in the Russian Valley, including children, all but three of these are Germans and Russians. Three or four like myself have come up for a day or two and left again. I am leaving for Hankow to-morrow.

The taking over of the Estate by the Chinese seems to have been with a desire to get hold of funds, which were supposed to have been in the hands of the manager. When Mr. Lippert told them that all the funds he knew anything about amounted to a \$50,000 deficit, the enthusiasm of taking over the responsibility of managing the Estate went down below zero. At the present time there is a rumour that it is to be handed back soon. The present manager has removed his office from the Estate office to a room over the John Duff store. Among the first things done by the new management was to dismiss most of the old watchmen and insisting on policing the place with 12 men. Since money is not forthcoming it is doubtful whether even this arrangement can last long.

The Coming "Clash." "There is a good deal of rumour about the impending clash between Wuhan and Nanking. A fellow traveller of the writer's was a young officer of the Wuhan group, who assured me that there would be no fighting and that negotiations were well under way for a peaceable settlement of the differences between the two factions, now that the Communists had been driven out of Wuhan. It seems to be the opinion of many who are cooped up in small crowded quarters in Shanghai and who have houses here would be delighted to enjoy the cool breeze, but are denied that privilege because of the insecurity of the situation.

The coolies seem very decent and asked me why the foreigners did not come! The rates are only slightly higher than last year. The chairs, roads, etc., seem to be in good shape but those who are resident here and at Kuling are the use of the place to come because of the uncertainty in the political situation.

4. Strict prohibition of military interference with the affairs of the railways.

5. Preparation of budget estimates for immediate and absolute necessary expenses and strict enforcement.

6. Prompt payment of salaries and wages to railway employees, and the thorough reduction of operating expenses by close analysis of operating expense items.

7. Publicity of accounts and strict auditing and control of railway income and expenditure.

8. Better treatment of workmen.

9. Rolling-stock repairs and other absolutely necessary maintenance works.

10. Strict enforcement of accounting rules and regulations.

Reconstructive Policy Needed.

The detailed items for the above programme are contained in the agenda of the meeting to be sent to the different railways following this order. Immediately after the conference of the railway directors for the formulation of a reconstructive policy, another conference of the department chiefs of the different railways shall be called for a discussion of the detailed methods of execution. The success of such conferences and the subsequent application of the decided measures require a spirit of co-operation of the highest order between the Ministry and the different railways and among the railways themselves. It is imperative that the different railway administrations must abandon their self-centred policy, hitherto pursued with such disastrous results, and must unite for mutual help; working, as railways must work, under one centrally directed system.

It is further ordered that the managing directors and department chiefs who are both learned in knowledge and rich in experience through their close contact with the administrative affairs of the railways, shall devote their attention and efforts to the study of the above programme and shall submit their opinion and recommendations to the Ministry before July 20th, 1927. —N.C. Daily News.

MALAYA AGRICULTURAL SHOW.

SIR HUGH CLIFFORD PERFORMS OPENING CEREMONY.

POPULARITY OF THE EVENT.

KUALA LUMPUR, July 26th.

In view of the forthcoming Agricultural Show in the New Territories an account of a similar function in the F.M.S. should be of interest. It shows the success met with and that there is no reason why a similar movement should not do well in this Colony.

Hundreds of visitors have been arriving here since Thursday for the Malayan Agricultural Show which opened this morning in fine weather. And I am convinced, writes the *Straits Times* correspondent, that nobody will be disappointed with the exhibition even though he may have had to journey many miles to get here. In actual size it surpasses its predecessors by a long way and in the nature and quality of the exhibits the difference is even more pronounced. The number of exhibits have increased beyond all expectation.

It was thought a week or so ago that not more than 13,000 exhibits would come in but up to a few days ago more than 20,000 had come in. These facts in themselves are proof enough of the popularity which these exhibitions have acquired both with exhibitors and visitors.

It is hardly necessary to say that from an early hour this morning the show was visited by crowds which grew in dimensions as the day advanced. As in previous years the centre of attraction was the trade section but the other sections were also well patronised.

The Exhibition Opened. A few minutes after noon the High Commissioner and Lady Clifford arrived and were met at the entrance to the exhibition by Mr. F. W. Douglas, the President of the Malayan Agri-Horticultural Association.

Aims of the Association. Mr. Douglas in asking Sir Hugh Clifford to declare the exhibition open outlined the aims of the Association. By holding shows all over the country, he said, the agriculturist was given an opportunity of displaying his produce in competition with his neighbours. Closer contact with small-holders was very important. The Association, therefore, did everything in its power to encourage the shows and assist the agriculturist.

Shows are now held in Perlis, Alor Star, Balak Pulau, Bukit Mertajam, Taiping, Ipoh, Teluk Anson, Tanjong Malim, Kuala Lumpur, Kuala Pilah, Malacca, Kuala Lipis, Raub, Bentong, Temerloh, Pekan, Kuantan, and Brunei. We receive support from the Colony, the F.M.S. and the United Malay States, and we can claim to be an example of that co-operation which, whilst leaving each branch to manage itself, yet helps to cement the friendship and unity of Malaya.

Agriculture was, wisely, being gradually split up into small sections. Rubber, in justice to its importance, occupied the most prominent site, while a separate section had this year been allotted to oils and fats. His Excellency was the first High Commissioner to open the Exhibition as last year Sir Laurence Guillemard was unable to do so.

Sir Hugh's Speech.

Sir Hugh Clifford in reply, said that he was speaking in circumstances of great disadvantage as he did not see the show last year and he had not received the copy of this year's programme which had been sent to him but had mislaid it in the post owing probably to circumstances not unconnected with the lawn tennis tournament. He was, therefore, not able to make the elaborate address that he would have wished. He congratulated the officials and the committee on the results of their devoted labour in organising the show, which was the largest held anywhere in Malaya. He fully endorsed the opinion of Mr. Douglas that the central show should be held here. He had pleasure in declaring the exhibition open.

Sir Hugh and Lady Clifford then started on a tour of the Exhibition. —Straits Times.

NEW VICTOR RECORDS TO-DAY

S. MOUTRIE & CO., LTD.

TWO-YEAR-OLD MAN-SLAUGHTER CHARGE.

CASE CLOSED YESTERDAY.

MAGISTRATE TO DECIDE TO-DAY.

The case against a well-to-do Chinese, who was charged with manslaughter as a result of a motor accident two years ago, was concluded yesterday at the Central Magistracy before Mr. R. E. Lindell. Mr. M. K. Lo appeared for the defence.

It will be recalled that the defendant was driving a private car on June 1st, 1925, and when coming down from Pokfulam Road into Queen's Road West, for some reason or other he ran his car off to the pavement, where several coolies were sleeping. Five of the coolies were injured, one of whom died after reaching the hospital. An enquiry was held and the defendant was found guilty of gross negligence, with the result that he was held on a manslaughter charge. Bail was granted him in the sum of \$5,000, which he jumped. After staying away from the Colony for two years, he returned and was re-arrested about three weeks ago.

At yesterday's hearing a Chinese constable who was on duty at the junction of Pokfulam Road and Queen's Road West at the time of the accident, said that at about 10.30 p.m., he saw a car coming down from Pokfulam Road. When the car approached him one of the head lights was dimmed and the other remained on. A woman who sat next to the driver signalled with her hand as an indication that the car was turning into Queen's Road West. Witness gave her the right of way. The car took a wide curve and in doing so ran into a heap of sand near the Sailors' Home wall, eventually coming to rest on the pavement. Witness heard that several persons were injured and proceeded to the spot. Defendant's car backed into the road again and continued its way. It finally came to a stop at San Dor Lane. Cross-examined by Mr. Lo, witness said that it was quite possible for some grit to have blown into defendant's eyes. He saw people sleeping on the pavement prior to the accident.

A Gust of Wind.

Defendant's brother who described himself as a student of independent means said that he was on the car that night. There were also two ladies present. The car belonged to him and his brother had no licence to drive. As they came to the spot where the accident occurred, there was a gust of wind and the next thing they knew was that the car had gone on to the pavement. Before that he felt that she was skidding. Witness said that defendant drove the car in a very capable manner and on that particular night they went round the island, his brother driving all the way.

Sgt. Tuckett said that he had examined the car and found it to be in good running order. The brakes were efficient. There were no skid marks on the road, but in view of the large number of pedestrians going to and fro, it was possible that the marks had been obliterated.

Magistrate Not Satisfied.

This closed the case for the prosecution. Mr. Lo then submitted to the Court that there was not a scrap of evidence to prove gross negligence. He cited several authorities to support his case. The Magistrate said that while he agreed with Mr. Lo on several points he would nevertheless have to satisfy himself. He, therefore, reserved his decision until this afternoon at 2.15 p.m.

SINGAPORE GUN RUNNERS CAUGHT.

REVOLVERS AND 700 ROUNDS OF AMMUNITION.

CANTONESE ARRESTED.

Three revolvers and five hundred rounds of ammunition were seized by officers of the Preventive Service on Friday, July 26th, on three Cantonese landing at Singapore from the Dutch mail boat *Tjerimai*. The men were in a taxi. They were members of the crew and presented the usual ticket that is given by an officer of a ship to any of the crew desiring to land legitimate baggage. But this means the smugglers would have succeeded in avoiding detection but for the smartness of the Malay taxi driver. This man, having noticed an unusual bulkiness about the waists of his passengers, signalled his suspicions to the Preventive officers, who thereupon searched the occupants of the car with the result stated above.

Another Seizure.

Another seizure of a revolver and ammunition on a Cantonese landing from the same vessel, was made later on the day. The detective department had expected an attempt at gun running to be made by men landing from the *Tjerimai*, and Detective Inspector Poulain, unaware that three of them had already been laid by the heels, was waiting for them on South Bridge Road, when along came a taxi with a single Cantonese passenger. The taxi was stopped, and a search yielded the further find of a fourth revolver and 200 rounds of ammunition.

All four men are under arrest. **Further Armed Men Captured.** Acting on information which they had received, Detective Inspectors Tongue and Poulain made a smart capture of three Chinese, two of whom were armed.

The arrest took place in Bras Basah Road, at about 10 o'clock. The two Inspectors, who were with other members of the Detective branch, saw three Chinese coming towards them in two rickshas. Detective Inspector Poulain arrested one, while Inspector Tongue secured a second. The third man ran away, but was chased by a Chinese detective. Seeing he was being chased the man drew a revolver and fired at the detective hitting him in the hand.

He was eventually caught, but it was not until after a hard fight that he was finally overpowered and disarmed. —Straits Times.

CONVICT'S DEATH.

AFTER 3 YEARS IN GAOL.

A Chinese convict who was undergoing seven years imprisonment at the Victoria Gaol died at the Gaol Hospital yesterday morning after having completed three years of his term.

An inquest was held yesterday afternoon at the Central Magistracy when Major C. Willson sat as Coroner. The jury were Messrs. Gomes (foreman), A. Hassan and Lee Wai Cheong.

Chief-Warder Robertson said that the deceased, Wong Kau, a native of Waichow, was sentenced in the June Sessions, 1924, to a term of seven years' hard labour and ten strokes of the cat for committing an armed robbery with others not in custody.

In the absence of the medical officer, the enquiry had to be adjourned until this morning when the death will be made known.

TROOPS AT NAN-
CHANG.

DESIGNS ON CANTON.

VICTIMS OF THE BOMB
OUTRAGE.THE ANTI-JAPANESE
BOYCOTT.

[FROM OUR CHINESE CORRESPONDENT.]

More victims of the bomb outrage at the Luk Yu Kai tea house have succumbed to their injuries. The number of deaths in connection with the affair has reached six, and there are others with little hope of recovery. The outrage is not attributed to a dispute among the rival leaders of the Chinese Seamen's Union.

Cantonese troops guarding the Kiangsi-Kwangtung borders have now no doubt that the "Red" armies concentrating at Nanchang have designs on Canton. Official information has been issued to this effect.

General Li Tsai Hain has been calling in troops to the city, and the 13th Division and the 38th Regiment of the Canton Army will now undertake the protection of this port.

As people wearing uniform in the streets enjoy in these days certain privileges denied to the ordinary citizen, many persons have taken to wearing uniform without being entitled to do so. The Kuomintang have consequently issued an order announcing that uniforms must only be worn by bona fide members of the Army and Navy.

The control of the Kwangtung Section of the Canton-Hankow Railway, from Wongsha to Shikwan, will be taken away from Mr. T. T. Lee, an appointee of Mr. Sun Fo, who had jurisdiction over the line as the Minister of Communication before being dismissed some time ago as a "Red." Mr. Hau Wei Yang has been appointed by the Nanking Authorities to succeed Mr. Lee in Canton.

The Kuomintang Political Party in Swatow have actually participated in the anti-Japanese boycott, instead of simply influencing other organizations—the workers and the students—to carry it out. In Canton, however, the Kuomintang does not directly enforce the boycott as a party activity.

Chinese people in Wuchow are calling upon the local authorities to protest against the recent visit of a Japanese gunboat to Wuchow.

The Kuomintang Administration have explained to the merchants that the luxury tax has been misnamed. It is not a tax on luxuries only and was never intended to be. It should rightly be called a foreign goods tax but it was thought a tax on foreign goods would call forth a protest from the Powers and, therefore, for want of a better name the tax was described as a "luxury tax." The Committee of Canton merchants, who were petitioning the Government to abolish the tax have decided to take no further action.

The opium sale monopoly in Canton has been given to a Hing Wun Syndicate for the annual contribution of \$3,000,000, or \$300,000 a month. It is expected that some 600,000 taels of opium will be consumed locally in Canton, every month.

THE NANKING
TAXES.FRENCH REFUSE TO PAY
EXTRA TONNAGE DUES.BRITISH TO TAKE SIMILAR
ACTION.

The taxes proposed by the Nanking Administration, which range from 7½% to 5½% *ad valorem*, are not to be enforced until September 1st. An attempt has been made, however, to collect the proposed increased tonnage dues and it is interesting to note that the French have refused to pay them.

The French Consular Authorities at Shanghai on July 30th accepted payment of the Treaty tonnage dues and granted Consular clearance to the French mail steamer after the Customs officials had refused to accept these dues and to give Customs clearance certificates. The steamer sailed and there was no further incident.

It is understood that the British Minister has authorised the British Consul General at Shanghai to take similar action with regard to British vessels.

According to present information it is not intended to enforce the payment of these extra taxes in Canton until November 1st. The excuse for the taxes is, of course, the promise of the abolition of *likin* and the abandonment of all dues payable by the coastwise trade. Apparently the idea is to levy the additional taxes only in the larger centres where possibly it is hoped substantial amounts will be forthcoming from foreign owned steamers. No plans, however, have been drawn up by the Chinese authorities and it would seem that the scheme they have in view is entirely impracticable, and will, even if enforced, eventually defeat its own object. An immediate result would be undoubted a great increase in smuggling.

Home Comment.

Writing on the subject of the new taxes the *China Express and Telegraph*, says:

"A grave problem has been created by the new tax proposals of the Nanking Government. The additional duties on imported goods and the surtax on tonnage are themselves serious enough, but the plan to cover General Chiang Kai Shek's military expenses up to the end of the current year by the flotation of Treasury notes to the value of \$60,000,000 secured on the salt revenues of Kiangsu and Chekiang constitutes a flagrant violation of the Re-organisation Loan Agreement of 1913, and cannot be recognised in any way as a valid obligation. The matter has been before an emergency meeting of the Diplomatic Corps in Peking, but it is not surprising, in view of past inactivity, that there is a general feeling, both in foreign official and unofficial circles, that it is useless to protest unless the Home Governments are prepared to give their fullest support, and this the Powers have not at any time exhibited any readiness to do since China's present troubles began. The position of the Salt Gabelle is now extremely unsatisfactory. The great bulk of its collections go into unauthorised hands, and though the revenue still reaching official hands, mostly from Tientsin, more than provides for administration expenses, which are small, the margin must be a narrow one. Last year the revenues decreased by \$9,347,000. This year they will be further decreased. About \$400,000 is held in reserve, but this alone does not suffice to meet the September requirements of the loans of 1912 and 1908, which together amount to \$225,967. In these circumstances the future of the Gabelle can only be described as very uncertain."

Mr. Looker gave notice in the House of Commons that he would, on July 12th, ask the Secretary of State for Foreign Affairs whether his attention had been drawn to the increase of the existing Customs duties proposed by the Nanking Government, and whether, in view of the treaties between Great Britain and China, he would say what steps he proposed to take in the matter.

"ONLY JUST BEGUN."

THE TROUBLES IN CHINA.

SIR FRANCIS AGLEN'S VIEW.

The Central Asian Society held its annual dinner on July 9th at the Hotel Cecil, Lord Peel presiding.

Field-Marshal Lord Plumer, in proposing the toast of the Society, expressed appreciation of what it was doing in making people better acquainted with what was happening in the countries within its circle.

The Chairman, in reply, said the Society claimed to be the focus and centre of information from Asia.

Major-General Sir Neill Malcolm proposed the toast of "The Guests," and spoke of the position of Chinese in the British Empire.

Sir Francis Aglen, responding, dealt with the present position in China. He said that latterly there had been a lull in Chinese affairs. The *Times* correspondent in Peking, a worthy successor of the famous Dr. Morrison, in one of his recent utterances expressed the opinion that it would take an astrologer to determine what would happen in China, and that was true. It would be most difficult to say when China was going to settle down because, in his opinion, the troubles in China had only just begun.

The so-called Nationalist movement could not be stayed. In spite of the reaction taking place against Communism, there was no reason to suppose that it would make any difference to Chinese relations with Russia, or to feeling towards this country. The Chinese, however, realised that they were being steered by alien influences in directions contrary to their true interests. They were awakening to that fact, and he hoped there would be a change for the better. The patience and courage displayed by our countrymen in China, were worthy of the greatest admiration and support. Our policy of conciliation and patience had landed us into armed intervention for the protection of our people, and there was no prospect of setting any term to that intervention. It must be pursued with resolution, and it was in China's interests that we should abandon all idea for the present of settling and deserting China, of giving up our large interests and running away. We must sit tight and we should win through in the end.

Sir Francis Aglen, whose marriage at Brompton Parish Church to Miss Anna Moore Ritchie, was recently announced, is the Inspector-General of the Chinese Maritime Customs, who, it may be recalled, was removed from office in the early part of the year for refusing to carry out the Peking Government's instructions regarding the collection of unauthorised taxes. As the outcome of vigorous protests by the Powers and by influential Chinese financiers, an arrangement was made by which, while retaining the title of Inspector-General, Sir Francis was given a year's leave of absence on full pay, pending retirement. The new Lady Aglen is the second daughter of the late Mr. Murray Pringle Ritchie, of Liverpool and Chilli. Sir Francis, who is 57 years of age, married in 1906 Senga Marion, daughter of the late Professor Sir Bayley Balfour. She died in 1925. He has three sons and two daughters.

"SPEEDING UP" THE
TELEPHONE CO.

A Chinese who obtained \$50 for a cumshaw, on a promise that he would have a telephone installed immediately, appeared yesterday at the Central Magistracy.

Defendant told Leung Yam, a stallholder in the Western Street Market, that he would speed up the installation department of the Telephone Company for the sum of \$50.

Sergeant Whant said that other charges would probably be brought against defendant. He asked for a remand, with bail in \$1,000.

The Magistrate (Mr. R. E. Lind-sell) fixed bail at \$250, with two sureties of \$250.

CASTLE PEAK
MURDER TRIAL.

CROWN CASE OPENED.

JUDGE AND JURY VISIT SCENE
OF THE TRAGEDY.

The Castle Peak Murder case, which occupied several days during the hearing at the Central Magistracy recently and excited great interest locally in view of the remarkable circumstances of the alleged crime, opened at the adjourned Criminal Sessions at the Supreme Court yesterday morning, before the acting Chief Justice (Mr. Justice J. B. Wood). There was, however, very little evidence taken.

The case was continued till about 12.30 p.m. and the Court then adjourned until 10.30 this morning.

The reason for the adjournment was that His Lordship thought it advisable that he, counsel and members of the jury should visit the spot at Castle Peak where the alleged crime took place. This would enable Counsel to make many points affecting the case very much clearer to the jury.

His Lordship, Mr. H. Somerset Fitzroy, acting Assistant Attorney-General, who is appearing for the Crown, Mr. T. S. Whyte-Smith, who conducted the proceedings at the Central Magistracy for the Crown, and is instructing Mr. Fitzroy, Mr. F. C. Jenkin, appearing for the defence, and Mr. J. A. Gordon Leask, instructing him, together with the seven jurors, and other officials connected with the Court procedure, met at the Kowloon Ferry yesterday afternoon and proceeded to Castle Peak to carry out the inspection.

The case in question is one in which a Chinese is charged with the murder of his *kit jai* wife at Castle Peak on April 7th.

The woman's body was dug up on the hillside, it will be recalled, and she is alleged to have been murdered by her husband following quarrels over a concubine. The defence is that deceased committed suicide.

Case Outlined.

Outlining the case, Mr. Somerset Fitzroy said that the prisoner and the woman were married 20 years ago, and soon after prisoner went to America, returning later, to rejoin deceased.

About six years ago the prisoner took a concubine, and evidence would be called to show that quarrels occurred between the defendant and his wife. On one occasion the concubine held the wife while the prisoner beat her with a broom.

Eventually the prisoner and his wife were not on speaking terms, and on April 7th the woman was missed by a *mui tsai*, who after a search, found the body of her mistress in a doubled up position in an outhouse.

The *mui tsai*, however, did not say anything of the finding of the body, and later the prisoner said to friends and relatives that his wife had gone to a relative. He later said she had run away with a man after trying to poison him (prisoner) with arsenic.

The prisoner was not arrested until May 20th, and it was not until six days later that information as to a body having been buried on the hillside was received.

When the body was dug up it was found that there was a rope tied round the neck, the knot of which was in the middle of the back of the neck. Mr. Fitzroy asked the jury to pay particular attention to the noose. The Crown, he said, would endeavour to establish that the noose seemed to indicate the strangling of the woman as it had not slipped to the upper part of the throat. In an ordinary case of hanging the rope would slip, and would not go straight round the neck.

When the body was examined it was found to be unmodified, there being no blood and no soft tissues so that a bruise could not be seen. Therefore, the usual test could not be made.

CORRESPONDENCE.

EUROPEAN AND CHINESE
ATTITUDE TOWARDS
DISTRESS.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR.—There was witnessed at the Welch Regimental Band concert at Kowloon Dock beach on Sunday afternoon an incident that should not be passed over unrecorded.

Attracted by the music was a group of some twenty blind Chinese girls. They had approached the beach by a rugged path and stood almost at the edge of an embankment some three to four feet high. From this position they were listening to the fine music of the Welch band. The leader of the group in an endeavour probably to approach the Dock grounds slipped down the embankment. Mr. Geo. Duncan, M.B.E., of the Dock staff, seeing the poor girl's predicament, rushed up to the group and, helping the leader to regain her feet, gently led her and some of her companions to a shady part within the enclosure of the Recreation Club's lawn. Mr. J. M. Graça Ozorio, another member of the Dock Staff, rendered help to the other girls of the group. On the lawn the blind girls were left to enjoy the regimental concert with a number of people who had crossed over to Kowloon from Hong Kong.

Strange to remark, two or three Chinese coolies who stood nearest the girls cynically laughed at the sight of the leading girl in difficulty.

One prefers to think that it was thoughtlessness that offered no help in the circumstances, rather than a callousness that contrasted so strikingly with the kindly act of the two Europeans.—Yours faithfully,
EYE-WITNESS.

A BATHING BEACH THIEF.

NEATLY CAUGHT BY NAVAL
MEN.

A caretaker at the Kowloon Dock bathing beach was charged at Kowloon Magistracy yesterday with attempting to steal from the pockets of sailors last week.

The defendant pleaded "Not guilty."

W. H. Rogers, A.B. of H.M.S. *Sterling*, stated that he and five other seamen had lost sums of money and other articles as they decided to lay a trap. Five of them went down to the beach, leaving witness in a small shed from which the dressing shed could be seen through a *steeple*. When witness saw the caretaker enter and run through the various bundles of clothes, they then arrested him.

Defendant said he had seen the clothes lying upon the floor and had only picked them up.

L. H. Boyce, A.B., gave corroborative evidence. Witness added that since last Tuesday seamen from H.M.S. *Sterling* had lost \$250. Of this \$25 was stolen the first day, \$147 the next day, and \$68 on Friday.

The Magistrate (Mr. W. Schofield) sentenced prisoner to two months' hard labour.

GRUDGE AGAINST
FOREMAN.COOLIE SENTENCED FOR
ASSAULT.

Because he thought the foreman had got him dismissed, a Chinese ex-employee of the P.W.D. attacked the said foreman with a hammer. He was charged yesterday at the Central Magistracy.

A representative of the P.W.D. stated that the foreman had nothing to do with defendant's dismissal.

The Magistrate (Mr. R. E. Lind-sell) sentenced defendant to six weeks' hard labour, telling him that he had no earthly reason for assaulting the foreman with a piece of iron, even if he did report him.

Wm. POWELL, Ltd.

THE
MOST CONVENIENT FURNISHING
ESTABLISHMENT IN HONG KONGOUR ELECTRIC MACHINE
TEASES
HORSEHAIR, KAPOC, FEATHERS
AND
REMOVE SALL DIRT AND DUSTBedding
Re-made

AT SHORTEST NOTICE

When ordering your supplies from the Grocers, don't forget to include 'BEAR BRAND MILK'

THE MILK IN THE TIN
WITH A NATURAL
FLAVOUR

Sole Agents:

A. B. MOULDER & CO., LTD.

3rd Floor, China Building. Tel. 381 G. [A.B.]

The Columbia
PORTABLEGramophone that
Challenges the
WORLD at any Price!Never such Tone.
Never such Value.Nett \$54.00
Cash

Anderson Music Co., Ltd.

ST. GEORGE'S BUILDING, ICE HOUSE ST.

"King George IV"
Scotch WhiskyIt
QUALITY
REIGNS
SUPREMEThe Whisky
of
PRE-WAR
AGETHE DISTILLERS ASSOCIATION
GLASGOW
SCOTLAND

SOLE AGENTS:

GANDE, PRICE & CO. LTD.

HONG KONG.

NEW ADVERTISEMENTS.

ROYAL HONG KONG GOLF CLUB.

EXTRAORDINARY GENERAL MEETING called for TUESDAY, 9th AUGUST, 1927.

CANCELLED.

E. D. MATTHEWS, Secretary, R.H.K.G.C.

HONG KONG REALTY AND TRUST CO., LIMITED.

(INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONG KONG.)

NOTICE IS HEREBY GIVEN that the FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS of the HONG KONG REALTY AND TRUST COMPANY, LIMITED, will be held at the Registered Office of the Company, Exchange Building (2nd Floor), Des Voeux Road Central, Hong Kong, on SATURDAY, the 27th DAY of AUGUST, 1927, at 11.30 A.M., for the purpose of considering and approving the Accounts and the Report of the Board of Directors for the Year ended on the 31st JUNE, 1927, and re-electing Directors and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 28th DAY of AUGUST, 1927, until SATURDAY, the 27th DAY of AUGUST, 1927. Both Days inclusive.

By Order of the Board,
C. F. V. RIBEIRO,
Acting Secretary.

Hong Kong, August 6th, 1927. [5187]

GOVERNMENT MILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS current in the Colony, for the purpose of the Local Commissioners of His Majesty's Treasury, London, up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 O'CLOCK A.M. on the 9th AUGUST, 1927. The Tenders to state the Total Amount (in Pounds Sterling). No Telegraphic Transfer will be made for less than £100. The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and endorsed "TENDERS FOR GOVERNMENT MILLS, ETC."

The right to accept or reject any or all of the Tenders is reserved. Copies of Form of Tender can be had on application.

"Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Acts 22 George III, Cap. 45 and 41, George III, Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."

H. G. RILEY, Lieut. Colonel,
Treasury Chest Officer, R.A.P.C.

His Majesty's Treasury Office,
Hong Kong, 8th August, 1927. [5188]

HONG KONG DAILY PRESS.

CHANGE OF ADDRESS.

THE BUSINESS OFFICES of the HONG KONG DAILY PRESS have been REMOVED from 1A, CHATER ROAD to

11, IOE HOUSE STREET,
(Corner of BATTERY PATHS)
(Opposite NATIONAL CITY BANK of New York).

Telephone: C. 12.
Night: C. 4511.

PRINTING WORKS.

PERCIVAL STREET,
WANCHAI.
Telephone: C. 4511.

NOTICE.

IT IS HEREBY NOTIFIED that, as from the 1st AUGUST, 1927, Mr. H. F. WESTLAKE is no longer in the employ of this Company.

BRUNNER, MOND & CO.
(CHINA), LTD.
Incorporated under the Ordinances of Hong Kong. [5193]

NOTICE.

MONIES up to \$120,000 are Available for Investment on 1st Class Mortgage Security subject to a Trustee Valuation.

Apply: MESSRS. DEACONS,
Princes Buildings.

CHINA UNDERWRITERS, LIMITED.

NOTICE IS HEREBY GIVEN that by a Resolution of the General Managers of the Company made on the 9th INSTANT, a Call of \$1.00 Per Share has been made upon the Members of the Company Payable on or before the 15th DAY of AUGUST, 1927, to the Company's Bankers, THE HONG KONG & SHANGHAI BANKING CORPORATION, Dated this 11th day of May, 1927.

SHEWAN, TOMES & CO.,
General Managers.

INTIMATIONS.

HONG KONG TRAMWAYS, LIMITED.

AN INTERIM DIVIDEND of 60 Cents Per Share has been declared Payable on TUESDAY, 22nd AUGUST Next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, Canal Road East, Bowington, Hong Kong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from TUESDAY, 9th AUGUST to MONDAY, 22nd AUGUST, 1927. Both Days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.

Hong Kong, 29th July, 1927. [5171]

FOR SALE OR TO BE LET UNFURNISHED.

No. 37, PEAK, LUGARD ROAD.

EIGHT ROOMED HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Living Rooms, Modern Sanitation, Great Tennis Court and Garden—Apply: LINSTED & DAVIS, ALEXANDRA BUILDING. [4776]

TO LET.

FIVE ROOMED HOUSE, No. 47, in GRANVILLE ROAD, Kowloon, with Flush and Sanitary Conveniences.

THREE ROOMED FLAT (GROUND FLOOR) in No. 7, PRINCE STREET, with Flush and Sanitary Conveniences.

Apply to:—
SPANISH DOMINICAN
PROCURACION,
Phone: No. 721 C.

TO LET.

OFFICES TO LET on 3rd Floor, 1A, CHATER ROAD. Moderate Rental. Apply: P.O. Box No. 511. [5108]

TO LET—Furnished from the 1st of NOVEMBER "KNOCKLARD," No. 300, THE PEAK, NEAR MOTOR ROAD. Seven Rooms. 4 Bathrooms. Flush Drainage. Apply to MESSRS. HASTINGS, DENNIS & BOWLEY, 8, DES VOEUX ROAD CENTRAL. [5157]

WANTED.—5/6 Roomed HOUSE. Lease. Mid-level or near PRINCE STREET. Apply: Box No. 5121, c/o Hong Kong Daily Press. [5121]

TO LET

OFFICES

STEPHENS' BUILDING,
67/69, DES VOEUX ROAD

CENTRAL.

AND

PRINCE'S BUILDING,
CHATER ROAD.

CHATER ROAD.

APPLY S. J. DAVID & CO.

PRINCE'S BUILDING,
CHATER ROAD. [525]

STAR THEATRE

TO-NIGHT

AT

9.30

THE NEW

OUR CABARET

CHARLES CHAMBER'S
REVUE COMPANY OF TEN
LONDON ARTISTES

"SNAPPY."

BOOKING AT MOUTRIE'S AND

THE STAR THEATRE

PRICES: \$3, \$2 AND \$1.

Complete Change of

Programme To-Morrow.

INTIMATIONS.

ON

SPECIAL SHOW

The Toilet

Preparations

of

ELIZABETH ARDEN

LONDON.

A. S. WATSON & CO., LTD.

HONG KONG.

ROOMS.—Hong Kong, Kowloon single, double, flats furnished or unfurnished. Flat for disposal with furniture. House \$20/30,000 wanted. Also 30,000 sq. ft. land on Peak. SMALL INVESTORS. Tel. C. 4630.

TO LET.—No. 1, KELLETT HOUSE, THE PEAK, Four Rooms, Flush System, Separate Kitchen, Servants' Quarters. All Modern Conveniences. Apply: MESSRS. DEACONS, PRINCE'S BUILDING. [287]

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, August 9th, 1927

ECONOMIC ASPECT OF VEHICULAR FERRIES.

We gather that the cross-harbour vehicular ferry, said to be an urgent question in 1924, is again under consideration, and suitable sites for the ferry piers on the Hong Kong and Kowloon sides of the harbour are now being discussed. It appears that, as no public company has come forward and expressed a desire to obtain a franchise for running vehicular ferries, the Government proposes itself to construct the piers and build the vessels. It would be interesting to know what evidence has been collected which would tend to indicate that vehicular ferries are likely to be a commercial success in a reasonable time after the service has been inaugurated. If there were such evidence, and vehicular ferries were urgently needed, it seems reasonable to suppose that some enterprising capitalist would have expressed his willingness to float a company and undertake the scheme. If there is not a clear and undoubted need for vehicular ferries, why should the Government undertake the risks and heavy cost of the enterprise?

We consider that, before pier sites are discussed, it is highly desirable to obtain, or to publish if already obtained, data as to the number of vehicles likely to cross the harbour daily. Although a vehicular ferry would give a fillip to motor-car sales, it will be realised that lorry traffic is the main consideration. The motorist would cross the harbour principally during limited periods on Saturdays and Sundays, and although the present arrangements are not perfect, the private motorist's requirements would certainly not justify the expenditure of probably a couple of million dollars on piers and another substantial sum on ferries.

What are the probabilities of lorries conveying loads across the harbour? In the first place, there are many cargoes which are too heavy for lorries and must be waterborne. Secondly, the principal wharves are on the Kowloon side, and the most considerable movement of cargo is obviously from these wharves to the Piers on the Hong Kong side, between Blake Pier and West Point. Will lorries be able to compete economically with cargo boats for this trade? Will they actually prove more efficient than native craft? The latter take delivery at the wharves on Kowloon Point and when they reach the Hong Kong side it is usually a short haul to the Chinese merchant's godown, owing to the small depth of the western business area, which abruptly ends at the steep hillside. The motor lorry, on the other hand, having taken on board at Kowloon a much smaller load than the cargo boat can carry, would have to be driven through the streets of the Peninsula to the ferry pier (located by Mr. Fletcher at Jordan Road); there a fairly substantial charge would be incurred for the crossing, and on reaching the Hong Kong side it would be driven east or west to its destination. The cargo boat, on the other hand, can make a bee-line across the harbour to the point nearest to the destination of the cargo, thereby bringing delivery within the compass of cargo coolies, who will be equally necessary to unload the lorry.

Having regard to the higher capital cost of a lorry as compared with a cargo boat, more rapid depreciation, higher wages of the driver, and cost of the ferry-crossing, it seems at least open to doubt whether, when a vehicular ferry has been provided, any considerable use of it will be made by lorries to carry ships' cargo from Kowloon wharves to Hong Kong. The time factor and handling costs also enter into the question, and some cargo boats are towed by launches, so that to arrive at a financial comparison between boats and lorries crossing on boats, is not easy. Nevertheless it seems to us that a careful attempt should be made to obtain definite figures, because considerations of cost will ultimately govern the question and it may be that in preliminary estimates of possible traffic it has been assumed too readily that native craft can be superseded.

Other possible streams of traffic need to be investigated. To what extent will goods pass by lorry from the West Point area to native factories and workshops in Yau-mat-ti? This probably depends on the nature of the goods and length of haul from the water front on the Kowloon side. In the case of premises near the harbour margin, the same factors as discussed above in regard to goods in the reverse direction would apply. We cannot at present visualise wholesale firms using cross-harbour ferries to any extent, and retailers, when delivering from lorries, may possibly find it better to convey large quantities across the harbour by boat and break bulk into lorries on the Kowloon side. We would welcome any information which may be available on this subject from owners of lorries. After all, they are the persons principally interested in a cross-harbour vehicular ferry service, and if they believe it will be of real commercial value it is for them to give reasons for that belief, backed up by figures as far as they are available. From the public point of view, starting a costly enterprise of this kind seven or ten years too soon would prove an expensive mistake.

The Rev. G. E. Arrowsmith reached England safely after a six months' journey.

Arrested in Soy Street with seven tins of raw opium in his possession a Chinese was fined \$350 by Mr. W. Schofield at the Kowloon Magistracy yesterday morning.

The forthcoming wedding is announced of Mr. F. Arreglado, door-keeper at Kowloon Docks, living at No. 20, Mow Lam Street, and Miss I. McSmith, of the same address.

Mr. G. Wilson, of "Thirlsbrook," Pokfulam, reported to the police that some time between 1 and 8 a.m. on Sunday, his garage was broken into and two new motor car tyres valued at \$90 stolen.

An order for the confiscation of a revolver left by a missionary, Mrs. Galloway, was made at Kowloon Court yesterday. Mrs. Galloway died in America, bequeathing all her property to missions in China.

An explosion resulting from the inexpert handling of a stick of dynamite on a fishing boat at Kau Yu Chow, on Sunday, caused the removal of one of the boatmen to the Kowloon Hospital with a lacerated right hand.

Six Hakkas and Puntis were yesterday morning charged before Mr. R. E. Lindsell at the Central Magistracy with fighting in a house in Wanchai on Sunday. They were cautioned and bound over in the sum of \$80 each to be of good behaviour for six months.

The many friends of Mrs. C. E. Bailey of the "Bible Depot" will be glad to hear that she is returning to the Colony to take up her work there again. She sails from Sydney in September on the s.s. *Changsha*, which is due to arrive about the first of October.

Winners at a whist drive, the third of a series, held at the Kowloon Bowling Green Club on Saturday evening were:—Ladies: 1, Mrs. S. C. Purcell; 2, Mrs. T. Ferguson; 3, Mrs. A. Allison; 4, Mrs. Carruthers; 5, Mrs. Capt. Groundwater.

Four Chinese of Aberdeen were remanded for a week on a charge of demanding money by menaces from other Chinese. The defendants, who were represented by Mr. D. McCallum, pleaded "Not guilty." Two of the men were allowed bail in \$30 each and the other two in \$50.

The following is extracted from *St. Andrew's Monthly Messenger*: We have lost two other regular members of the Church recently in Mr. and Mrs. Shirley. Mrs. Shirley, who has given help in the Canton, sailed for England on July 23rd by the *Macedonia*, while Mr. Shirley has gone north with H.M.S. *Hermes*. He is expecting to rejoin Mrs. Shirley in England before the end of the year.

Mr. R. E. Lindsell yesterday morning sentenced a Chinese to four weeks' jail for the theft of a pair of trousers from the matched alms of the Kowloon Bathing Beach, on Sunday. There was a further charge of damaging the cell at No. 7 Police Station by trying to pry it open with a chunk of wood. On this count the accused was fined \$10, or, in default, a further 14 days' jail.

The Rev. and Mrs. Lindsay and family have reached Home safely and are living for a time at 2, Ducie Street, Princes Road, Liverpool. Mr. Lindsay wrote on June 14th to say that Mrs. Lindsay was away in a nursing home and his hands consequently were very full. By this time it is hoped that Mrs. Lindsay has quite recovered from the effects of the operation and is back in the home circle.—*St. Andrew's Church Messenger*.

The Civil Service Cricket Club held an "at home" on Sunday afternoon, being the hosts to officers and men of the 1st Cameronians. There was tennis, in which sixteen players from the Cameronians and the same number from the Civil Service C.C. took part. Ladies of the Club looked after the tea arrangements, and a very pleasant time was spent. The Civil Service C.C. deserve recognition in being the first sporting club in this Colony to hold a fraternal function like this with the troops.

Dr. and Mrs. H. Lechnere Clift have gone to Hailong for the time being. From there they are keeping in touch with their work in Nanning, and Lungchow. Mrs. Clift, writes to the *St. Andrew's Church Messenger*, that in spite of persecution and difficulties the Chinese workers are carrying on bravely. It is an incentive to prayer for the Christians in China to remember that after the Boxer uprising, it was found on returning that the Churches had increased in numbers and that 80 per cent. of the Christians had remained faithful.

During Saturday and Sunday only one case of notifiable disease was reported the patient being a Chinese suffering from enteric.

Silk forwarded from Hong Kong by the *Empress of Asia* on July 10th, arrived in New York (St. John's Park) on August 5th, having been 23 days in transit.

Members of the Victoria Diocesan Association were invited by Mr. Alfred Bryer to meet the Bishop of Victoria, Hong Kong, and Mrs. Duppuy at a garden party at Oaklands, Hildenborough, Kent, on July 16th.

Sir John and the Hon. Lady Barlow entertained at dinner at Claridge's on July 5th, among the guests being the Japanese Ambassador and Baroness Matsui, Sir Laurence and Lady Guillemard, Sir Charles and Lady Addie, and Mr. J. D. Barlow.

It is recorded of Mrs. William Reid, daughter of a sea captain and wife of Alderman Reid, of Belfast, who died on June 29th, that she sailed round the world seventeen times, covering 1,100,000 miles, in wind jammers and she knew every port in the Pacific.

The Chinese who was charged with assaulting a police constable in the Botanical Gardens on July 13th, appeared on remand before Major C. Willson yesterday morning and was fined \$25. His Worship was of the opinion that the defendant went there to create trouble and that he struck the *lukung* first.

The following are among recent Hong Kong appointments made by the Secretary of State for the Colonies:—Mr. W. E. Duncombe, M.B., Ch.B., M.R.C.S., L.R.C.P., D.T.M. and Hon. Mr. A. Cannon, M.B., Ch.B., and Lieut. Dovey, M.B., Ch.B., medical officers; Lieut. B. Church, M.C., Asst. Government Marine Surveyor; and Miss V. Stokes, nursing sister.

The King has given to Sir Francis Arthur Aglen, G.C.M.G., K.B.E., authority to wear the Grand Cord of the Order of the Rising Sun, and to Mr. Guy Cuthbert Fanning Holland, Staff Secretary, Chinese Maritime Customs, authority to wear the insignia of the Third Class of the same Order, which decorations have been conferred on them by the Emperor of Japan.

Three young Chinese girls and six small boys complained of internal pains on Thursday, the Chinese Maiden's Day, at their home in second floor, 13, Kwong Hon Terrace, after partaking of some painted cakes. The three girls whose case appeared to be the most serious were taken to the Government Civil Hospital, on the advice of a doctor, where they were successfully treated. The vernacular press reports that the owner of the tea-house where the cakes were bought has been warned by the police against the use of an apparently poisonous paint.

Despite his age—he was born at Hong Kong in 1849, just eight years after the British flag was hoisted there—Sir Walter Hater continues to take a keen interest in Chinese affairs, and delights in a chat with old China friends, says a Home paper. Sir Walter, after holding various appointments, was adviser to the military authorities in China in the Boxer campaign, and afterwards became adviser to the Chinese Government. Students of Chinese know him as the author of "The Chinese Language and How to Learn It" and of the "English-Chinese Dictionary."

Prof. C. A. Middleton Smith, Dean of the Faculty of Engineering, of Hong Kong University, has written a study of China entitled, "The British in China and Far Eastern Trade" (Constable, 10s. ed. net). The book is intended to interest British and Chinese alike in the natural resources of China. In addition, the author examines the whole question of English work in China. One of the most interesting chapters, says a Home paper, is that entitled, "Some Britons who have served China." These range from the careers of "Chinese Gordon" and Sir Robert Hart, to those of Dr. G. E. Morrison and the publicist, Putman Weale. Another arresting chapter is that devoted to the late Towkay Luke Yew, whose career, as the author points out, may be compared with that of Mr. Andrew Carnegie.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks issued by the Royal Observatory at 4.30 p.m. stated:—

Pressure remains highest in the vicinity of the Bonins. The typhoon is situated about 150 miles north of Ishigaki Jima, moving N.W. or N.N.W.

Local forecast:—S.W. winds, moderate, cloudy, rain.

FROM MANILA.

A message from Manila Observatory states that yesterday at 4 p.m. the typhoon was in about 133deg. Long E., 28deg. Lat. N., moving N.W.

STEAMBOAT BOYCOTT SETTLEMENT.

PASSENGERS FROM CANTON INCREASING.

SATISFACTORY RESULT OF AGREEMENT.

As announced yesterday, the boycott of passengers imposed by the pickets of the Chinese Seamen's Union at Canton against the steamships of the Hong Kong, Canton and Macao Steamboat Company has been settled.

Following the conclusion of the dispute passenger returns during the last two days have shown a big increase in the number of Chinese coming down from Canton. The Canton steamer brought down about 80 Chinese passengers on Saturday night, and another 80 on Sunday night, while the day steamer also took up on Sunday morning early over 100 Chinese travellers.

Last night the *Lungshan* game down with six European saloon passengers, and no fewer than 157 Chinese passengers. It was not expected that there would be so big an increase so soon, but nearly double the number in twenty-four hours is very satisfactory.

It is expected, in view of this, that numbers will steadily increase from day to day until the normal average is reached.

The *Kinshan* left here yesterday morning for Canton with quite good bookings, and figures were correspondingly high when the *Taishan* left in the early hours of this morning for Canton.

It was stated yesterday, that, according to Chinese sources, the claim that the Company should re-engage the seaman dismissed from the crew of the *Lungshan*, which has been the cause of the trouble had been abandoned, but that the Company had agreed to engage only members of the Seamen's Union when taking on new hands.

This is confirmed in a statement made by the Company in which they say they have agreed to accept members for their crews supplied by the Seamen's Union who will guarantee them as satisfactory. The matter of the dismissal of the crew of the *Lungshan* has been closed and the settlement now arrived at is regarded by the Company as satisfactory.

THE C.N.C. DISPUTE.

HITCH IN THE PROCEEDINGS.

ANOTHER DEADLOCK?

While the present position with regard to the C.N.C. dispute is rather uncertain, it appears that negotiations between the officers' representatives and the Company at Shanghai are no longer proceeding, the reason being that the Company maintained that certain officers who refused to move their ships to other moorings should be penalised.

It appears that both Shanghai and Hong Kong officers expressed entire disagreement with the suggestion. When the Guilds in Shanghai would not agree to the proposal a meeting was held here, it is understood, and a practically unanimous decision was arrived at to support the Shanghai officers.

Meetings of the Guilds are to be called to discuss the matter, and while further negotiations between the Guilds and the Company at Shanghai are likely, an early settlement is not so likely as it appeared to be two days ago.

TAGORE TO VISIT MANILA.

LECTURE PROGRAMME AT UNIVERSITY.

Among the many items approved at the University of the Philippines regents' meeting, the appointment of Professor Rabindranath Tagore was the most important. Professor Tagore will be invited to the Philippines to give a series of lectures for 10 days to the students of the university, according to the resolution submitted by the acting president to the regents who approved it after extended deliberation.

An appropriation of Pesos 1,500 for transportation and other incidental expenses, was released for Professor Tagore, who is asked to lecture in September.

NANKING GOVERNMENT DESIRES AN EARLY TRUCE WITH PEKING.

COMMUNISTS EXECUTED BY HANKOW GOVERNMENT. OPERATIONS BEING DIRECTED AGAINST NANCHANG.

THE "REDS" STIRRING UP TROUBLE THROUGHOUT KIANGSI.

There are many signs to indicate that considerable trouble is brewing in Kiangsi. In certain portions of that province the ejected "Reds" from Hankow have evidently taken up a temporary abode, and from places such as Kiukiang, in the north, and from other places nearer Nanchang and the centre of the province generally they are conducting all sorts of mischief and worse in accordance with their "Red" ideas. Their ultimate objective is stated to be Canton, but meantime they have not left off molesting their recent stronghold, Hankow, and other places in Hupeh. Happily, their power to do harm is gradually being undermined.

Meanwhile, it is strange to read—as we do in one of the vernacular telegrams to hand—that Communists are now being executed in Hankow at the instance of the new Government there.

Judging by the dearth of news from Shantung there is at present a kind of "marking-time" between the troops of the North and South in that province. Evidently, the most interesting war fronts in China's chaotic warfare are soon more likely to be in Kiangsi rather than in Shantung.

FENG'S MOVEMENTS.

(Wah Ts. Yat Pao.)

SHANGHAI, August 8th. Marshal Feng Yu Hsiang went to Chengchow from Loyang on the 5th inst. After a sojourn there he will proceed to Kweichow to direct operations personally.

Marshal Chiang Kai Shek's representatives, Messrs. Ho Ching and Ho Shing Chun, arrived at Taiyuen on the 4th inst. In an interview with General Yen Shih Shan, they stated that the Nanking Government was desirous of effecting an early general truce between Peking and Nanking.

On the 6th inst. a conference was called in General Yen's Yamen, at which Marshal Feng Yu Hsiang's representative also attended.

The Hankow Government has ordered the arrest of Hsu Chung Fat, a Communist leader.

On the 5th and 6th, the Hankow Government executed four Communists.

According to a telegraphic report from Kiukiang, General Ho Chien arrived at Kiukiang with a large force on the 4th. He is directing operations against Nanchang.

NAVAL WIRELESS.

Wuhu More Moderate.

WUHU, August 7th. There is a growing feeling against the communists and pro-Chiang Kai Shek propaganda is being spread. The population held a large demonstration yesterday in honour of the victory of the troops. General Lee Tsung Jen, (Continued on next column.)

INTERNATIONAL TRADE UNIONISTS.

A SERIES OF LIVELY INCIDENTS.

BRITISH MEMBERS OUSTED.

(THROUGH REUTER'S AGENCY.)

PARIS, August 7th. The Congress of the International Federation of Trade Unions has concluded after a series of lively incidents.

Strong exception was taken at the outset by several delegates to part of the M.P., Mr. Purcell's presidential address, in which he extolled the Bolsheviks. The speech was regarded as a British attempt to bring the Soviet within the Federation.

Later, the British secretary of the executive accused his continental colleagues of intriguing against the British representatives, and read a letter alleged to have been written by Mr. Oudegeest, of Holland, the principal secretary of the committee, to Mr. Jouhaux, of France, the vice-president, urging a counter-attack on the proposal for admission of Russian trade unions.

The outcome has been that Mr. Oudegeest has unexpectedly resigned the secretaryship.

The dissension between the British and Continental delegates came to a climax at the final sitting, when the Continentals ousted Messrs. Purcell and Brown from office, and headed by the German, (Continued on next column.)

BORODIN'S TREK.

(Wah Ts. Yat Pao.)

SHANGHAI, August 8th. Borodin left Loyang (Honan) on the 2nd inst. and is making his way for Shensi, from whence he will proceed to Russia.

General Chu Yu Pok is now at Yenchow. He is busily arranging troops to defend West Shantung against Feng Yu Hsiang's troops.

The Nanking Government has formally announced that Marshal Chiang Kai Shek returned to Nanchang from Pengpu on the 5th inst. It is also stated that in the absence of Marshal Chiang, General Pei Chung Hsi will be entrusted to direct operations at the front.

General Chang Fat Fui's troops are coming to grips with those "Reds" under General Ho Lung, to the north of Nanchang, which is at present in a state of ferment.

Kiukiang is comparatively quiet, but the anti-Hankow element are busily urging the populace to agitate against the Hankow Government. "Anti-Hankow regime" and "Anti-Wang Ching Wei" posters are being seen everywhere in that city. The money market is extremely stringent.

commanding the 7th Army, has arrived. The examination of steamers at Anking has started from today.

NANKING, August 7th. It is reported that Chiang Kai Shek has returned.

CHINKIANG, August 7th. More troops have arrived from the North.

COMMERCIAL UNION COLLAPSE.

CANTON INSURANCE OFFICE PREMISES BURIED.

(THROUGH REUTER'S AGENCY.)

LONDON, August 8th. The offices of the Canton Insurance Office, Ltd., of Hong Kong, were buried in the Commercial Union collapse at Cornhill in the heart of the City of London.

BIG COMMERCIAL AGREEMENT.

BETWEEN GERMAN DYE TRUST AND "SOCONY."

(THROUGH REUTER'S AGENCY.)

BERLIN, August 8th. An agreement has been reached between the German Dye Trust and Mr. Walter Teague of the Standard Oil Co. involving the joint use of technical experiments conducted by both parties and arrangements regarding various matters relating to the general working of both concerns.

Mr. Hicks in the former's stead (the president is, by regulations, British), despite a strenuous British objection.

These incidents generally marking the success of the right wing of the Congress over the left wing, of which the British form an advanced section.

PEACE BRIDGE BETWEEN U.S.A. AND CANADA.

IMPRESSIVE FORMAL OPENING.

AMITY OF THE ENGLISH-SPEAKING PEOPLES.

(REUTER'S AMERICAN SERVICE.)

FORT ERIE, August 8th. The Prince of Wales accompanied by Prince George and Mr. and Mrs. Baldwin trod the United States soil for the first time in their North American visit on the occasion of the ceremony of dedicating the Peace Bridge.

In the presence of an immense concourse, the formal opening of the structure was effected by the cutting of a white ribbon stretched across the boundary line at the centre of the bridge, and by the Prince of Wales and Vice-President General Dawes having previously shaken hands across it.

The Royal Party with high Canadian officials, then crossed into United States territory and together with General Dawes, Mr. F. Kellogg, Secretary of the State Department, the Secretary for Labour, and the Governor of New York State drove to the Speakers' dais between lines of American troops, where speeches proclaiming Anglo-American amity were delivered.

The Prince's Speech. The Prince of Wales, in a brief address, hoped the bridge would serve as a continual reminder to all that to seek peace and ensure it was the first and highest duty of this and future generations.

General Dawes followed and declared that peace among the English-speaking peoples was firmly based on common instincts and ideals. The instinct of self-preservation bound us together and therein lay the ultimate guarantee of safety and progress for western civilisation.

Mr. Baldwin said that problems between the United States and the British Empire have arisen and will arise and opinions will vary how they shall be solved. Only recently they had momentarily differed, but they knew in their hearts it did not affect their friendship.

Mr. Kellogg, who represented President Coolidge, declared the bridge would further encourage cordiality and friendliness in official relations, happily inaugurated by the recent establishment of direct diplomatic relations.

Other speakers included Mr. Mackenzie King, Mr. Ferguson (Premier of Ontario). The ceremony concluded with the singing of the National Anthems of both countries.

Reference to Geneva Conference.

The most striking portion of Gen. Dawes' speech was his reference to Geneva. He said the Geneva Conference was but an incident in the steady onward march of the principle of equality. Anglo-American naval strength, as agreed at Washington by experts, may be slow in interpreting that principle in terms of their respective ship programmes but it was unthinkable that Britain and the United States would again burden their peoples with competitive naval building. "Although the naval requirements of Britain and the United States differ, there is no excuse for inaugurating competition in the building of ships which neither needs. Geneva would result in a stronger world demand for the work of interpreting the principle of equality and shall continue till a fair agreement is reached.

The newspapers stress the importance of General Dawes' remarks.

The New York Times declares that General Dawes overleapt the barriers of diplomacy by plunging into the question of naval limitation to the surprise of an assembly of 100,000.

The Herald Tribune describes the speech as a "whirlwind."

SACCO & VANZETTI SYMPATHISERS.

GRUESOME DEMONSTRATION IN TRAFALGAR SQUARE.

"COMRADE" MANN ON CHINA.

(THROUGH REUTER'S AGENCY.)

LONDON, August 7th. With a black cap over his face, an ex-Service man wearing four medals sat in an exact replica of the American electrocution chair, in Trafalgar Square, before 5,000 demonstrators against war and against the execution of Sacco and Vanzetti.

While the Communist, Mr. Tom Mann, was describing the situation in China, a battalion of Territorials, returning from camp, with their band playing, passed.

"If you must shoot, don't shoot the workers!" shouted the Communist through a megaphone, the crowd, singing the "Red Flag" and trying to drown the martial music.

U.S. Embassy Guarded.

LATER. The demonstration passed the usual anti-Government resolutions, and another against the "judicial murder of two innocent comrades," and then went to the American Embassy accompanied by a large force of police. The Embassy was guarded by a police cordon.

The men's leaders were immediately admitted, and returned expressing disbelief in an Embassy statement that the people they wanted to see were away.

Others were given for Sacco and Vanzetti, and the procession marched off to Hyde Park to make more speeches.

Protest Meeting in Boston.

Boston, August 8th. Police broke up several attempts to stage a Sacco-Vanzetti protest meeting in Boston. Several arrests were made but no violence is reported. The crowd is estimated to have been between six to ten thousand.

THE "THIRD DEGREE" IN AMERICA.

LIKE THE SPANISH INQUISITION.

CHAUFFEUR'S "SIX HOURS' TORTURE."

NEW YORK.

A shocking revelation has been made here of the use of torture by Federal Prohibition agents to extort a confession from an arrested man. It is declared that an official in the New York district caused one Albert Briggs to be bound, beaten, kicked, and cursed for six hours in an effort to force from him the confession that he knew of bribes paid to a group of petty prohibition enforcement officers.

A towel was fastened tightly around Briggs' head and twisted to make it still tighter. He was also beaten on the head with a stick. Another man was beaten, kicked, cuffed, and pushed through a window, speaking of the "third degree" as "chauffeur for the bribe-takers and had no knowledge of their acts.

Use of Torture in America. Torture under the name of the Third Degree is regularly used by the municipal police of most American cities. If an arrested man is without friends or influence he is likely to be severely beaten to extort a confession, rubber hose being used, as a rule, because it leaves few marks. Even when physical violence is not used questions are shouted at the suspected individual sometimes for many hours on end, and he is kept from food or sleep. If he confesses under the stress of this ordeal it is customary to get him to sign a paper certifying that he has not been maltreated. Usually he signs without reading it or in desperation.

Only a few days ago a reputable New York attorney protested in court against the habitual use of the Third Degree by the city police. When inquiry is made the authorities usually deny the use of such methods, but it is well known that the police persist in the practice.

THE LATE MAJOR-GENERAL WOOD.

HIS DEATH REGARDED AS "SUDDEN."

RECURRENCE OF OLD MALADY.

(REUTER'S AMERICAN SERVICE.)

BOSTON, August 8th. The death of Major-General Leonard Wood, Governor-General of the Philippines, was sudden. Major-General Wood had a tumour removed in 1910, involving a bone of the skull. Trouble recently recurred necessitating an operation, but the fact was not published in deference to his wife's wishes. Deceased visited President Coolidge at Rapid City and declared himself fit and able to continue to govern the Philippines.

ST. LEGER.

SICKLE SCRATCHED.

(THROUGH REUTER'S AGENCY.)

LONDON, August 8th. Sickle was scratched at 8 o'clock today.

CO-OPERATIVE BETTING AT GOODWOOD.

BACKERS TO RUN THEIR OWN "TOTE."

LONDON, July 8th.

A co-operative system of betting which a number of men prominent in the racing world have decided to introduce at Goodwood on July 25th, will, these people hope, enable punters to avoid payment of the betting tax.

An organisation known as the Co-operative Pooling Society has been formed by a syndicate of backers. Members will be able to bet among themselves on any of the principal races by the credit system, their instructions being received by letter, telegram, or telephone.

The whole of the money received for each race will be pooled and the total, less a percentage of 7½ per cent. for overhead charges, divided among the winners. In this way, it is hoped, those who are "on the winner" will receive a return in excess of the starting price.

The registration fee of members will be 2s. 6d. a year, and they must subscribe amounts of from £1 to £50 towards the working capital, this being withdrawable on demand. Each half-year a surplus will be divided among the investors, no income tax being payable on this since the organisation is a co-operative society.

An eminent counsel has expressed his opinion that the scheme is within the law as it stands to-day. Discussing the scheme last night a prominent commission agent said to a reporter:

"If it is a success the Government will be forced to review the whole position of betting, and probably we shall hear a good deal more of Lord Newton's Bill to legalise ready-money betting."

ASSIZE COURT NOT A THEATRE.

People in court applauded at Kent Assizes when a man and his wife were bound over on a charge of secretly disposing of the body of a child.

Mr. Justice Rowlatt immediately had the applause subdued, and said: "I will not have applause in court. I do not sit here to give pleasure as in a theatre. If they applaud when they approve of what I do, I suppose they will boo when they disapprove."

There will be a meeting of the Sanitary Board this afternoon, but according to the agenda, there will be no business of public interest.

The 14th Ordinary yearly meeting of shareholders of the Hong Kong Realty and Trust Co., Ltd., is to be held on Saturday, August 27th, at 11.30 a.m.

The 31st Ordinary annual meeting of the United Asiatic Oriental Agency, Ltd., will be held at the offices of Messrs. Dodwell & Co., Ltd., to-day at noon.

BRUTAL MURDER SEQUEL.

POLICE ARREST TWO SUSPECTS.

CLUES DISCOVERED.

The Colony has been intensely shocked by the brutal murder of Mrs. Mackay, wife of Mr. C. Mackay, a time-keeper at Taikoo Dock, which took place on Saturday night while she was returning from a visit to a Miss Barker, at Barker's Island, by way of Sai Wan Road to Shaukiwan to obtain a tram-car to Taikoo, as reported yesterday.

A very satisfactory sequel to the tragedy, and one which seemed unlikely on Sunday, is that two suspects have been arrested by a police search party and are being held. According to the meagre information which has been divulged, there seems a strong likelihood of interesting developments if the clues alleged to have been found prove strong enough and as satisfactory as the police seem to think they are.

The police commenced a comb-out of the whole district surrounding the scene of the murder as soon as the matter had been notified.

Following the offer of a \$1,000 police reward for information leading to the arrest of the murderers, certain information was passed on to the authorities, and during the search no fewer than about 30 men were detained by the police as possible suspects. The police net was an elaborate one, nothing was left to chance, every exit, including that of junks, sampans and the river steamers, was guarded.

Eventually a search party arrived at a house at Saiwanho, Shaukiwan, late on Sunday night. This house they raided, and arrested two men, who were gambling at the time of the police entry.

While the police are naturally reticent on the matter of clues, it is understood that what is likely to prove valuable evidence has been obtained.

During the search in the vicinity of the crime, the police discovered a torn portion of a dollar note, bloodstained. A search of the arrested men is said to have revealed another blood-stained torn portion of a dollar note in the possession of one of the arrested, and it is stated that the numbers tally on each portion.

It is understood that the men are likely to be formally charged before the Magistrate this morning.

MRS. MACKAY'S FUNERAL.

MANY FLORAL TRIBUTES.

BURIED AT HAPPY VALLEY.

In a torrential downpour of rain the hearse containing the remains of the late Mrs. Mackay, the victim of the brutal murder by armed robbers near Shaukiwan on Saturday night, passed the monument at Happy Valley last evening, en route for the Protestant Cemetery, where the burial took place.

A short service, conducted by the Rev. H. Copley Moyle, was held in the little church in the cemetery.

The chief mourner was the victim's husband, Mr. C. Mackay, a time-keeper at Taikoo Dock.

There were many Taikoo Dock employees and friends present including: Mr. K. E. Greig, Mr. D. Young, Mr. D. Davidson, Mr. J. G. Whyte, Mr. W. Bell, Mr. W. Johnston, Mr. J. Muirhead, Mr. A. E. Osborne, Mr. W. Seth, Mr. D. Haig, Mr. D. Wilson, Mr. E. J. McCarr, Mr. J. Gardner, Mr. W. Wotherspoon, Capt. J. T. Thirlwell, Seamen of H.M.S. *Foghorn*, Mrs. T. Grimshaw, and others.

Floral tributes included those from: "Her sorrowing husband" from Douglas, from Kathleen, Bonzo Ross, Billy, Cheeky, Jimmy, and Walter.

Other wreaths were sent from the following: Messrs. D. H. Davidson (O.N.C.), W. Crichton, T. J. McCarr, W. Johnston, C. W. Brown, G. H. Stewart, D. Wilson, W. B. Munckett, K. E. Greig, F. Clark, H. Dineley, W. Robertson, S. A. B. Bux, A. K. Minu, R. Ismail, S. A. B. Bux, Sub-Inspector A. Brown.

(Continued on next column.)

DUTCH TRAIN DISASTER.

SIX KILLED; 15 INJURED IN COLLISION.

(REUTER'S AMERICAN SERVICE.)

AMSTERDAM, August 8th. Six were killed and 15 injured in a collision between two local trains at Laren.

PASSENGERS ON "PRESIDENT JACKSON."

FOR HONG KONG AND PASSING THROUGH.

The a.s. *President Jackson* arrived in Hong Kong yesterday morning from the north and among the passengers on board, either disembarking here or proceeding through to Manila, for which port the liner sails to-day, were the following:—

FOR HONG KONG. Mr. George Arbogast, general manager of the machinery and supply section of the Universal Leaf Tobacco Co., of China. On a short business trip to Hong Kong and Canton.

Mr. N. Djalas, a member of the firm of M. Djalas and Sons of Hyderabad Sind, India. Mr. Djalas is returning from Philadelphia, Pa., where he has established an additional branch of his firm.

Mr. L. G. H. Dyke, a British Army Officer returning to Hong Kong after a short visit to Shanghai.

Mr. W. Field Hook, a resident of Shanghai on a short pleasure trip to Hong Kong.

Mr. Tom Kam, son of a prominent merchant in New York, returning to Hong Kong to visit his mother.

Mr. and Mrs. John Ketcham, en route to Singapore, where he will take over the duties of American Vice-Consul.

Mr. Liang Shih Yi, formerly Minister of Finance at Peking now a prominent business man and resident of Shanghai. On a short trip to Hong Kong, and Mrs. Sing Y. Liang.

FOR MANILA.

Rev. David A. Daly, S.J., Rev. A. A. Hofmann, S.J., and Rev. H. J. McLaughlin, S.J., connected with the Society of Jesus, Fathers en route to Philippine Islands.

Mr. David French, connected with the automobile division of the Pacific Commercial Co., at Manila, P.I.

Mr. B. E. Gates, connected with the U.S. Army at Manila, P.I. returning from a short leave of absence spent in Japan.

Mr. C. E. Stair, en route to Manila, P.I., where he will be connected with the Physical Department of the U.S.M.C.A.

Mr. J. L. Walker and Mrs. J. L. Walker, residents of Manila, P.I., returning from Shanghai where he was married to Miss Barbee of Kansas City, Mo.

NO SEX PRIVILEGE.

JUDGE AND WOMAN JUROR WHO WAS LATE.

"Women called to serve on a jury must not think they are on any different footing from men. They will be fined just the same," said Mr. Justice Horridge, in the King's Bench Division to a woman juror who arrived late in court.

As the parties had previously agreed to continue with eleven jurors, the judge ordered her to occupy a seat in the body of the court for the remainder of the hearing. He imposed no fine.

"I am always late on the tick," added Mr. Justice Horridge, "and I don't see why jurors can't do the same."

Mr. and Mrs. G. Gerrard, Mr. and Mrs. Morrison and family, Mr. and Mrs. J. J. Whyte and family, Mr. and Mrs. W. Wotherspoon, Mr. and Mrs. J. Muirhead and family, Mr. and Mrs. R. Wallace, Mr. and Mrs. W. J. Eldridge and family, Mr. and Mrs. T. Swan, Mr. and Mrs. J. Gardner, Mr. and Mrs. T. Grimshaw, Mr. and Mrs. A. R. Osborne and family, Mr. and Mrs. R. H. Cousins, Mr. and Mrs. A. Davidson, Mr. and Mrs. D. Haig, Mr. and Mrs. Cleme, Mr. W. D. Bell and family, Misses Bertha, Carrie and Maizie Lau, Mrs. Dyer, Mrs. S. A. Bux, Missy Butler, Daisy O'Keefe, A. O. Radin and sister, Captain and Mrs. J. T. Thirlwell and family.

Captain and Ward-Room Officers of H.M.S. *Foghorn* (which is at Taikoo Dock), Chief and Petty Officer of H.M.S. *Foghorn*, Seamen of H.M.S. *Foghorn*, Stokers of H.M.S. *Foghorn*.

Wing-Kun-Yan, Lau-Ping-Wai. The Committee and members of the Hong Kong Football Club, The Chinese Timekeeping staff, Y. Taikoo Dockyard.

There were other wreaths, but the heavy downpour of rain either washed the cards off, or made the writing illegible.

NEW 18-KNOT LINER.

FOR THE P. & O. COMPANY.

ELECTRIC PROPULSION
THROUGH B.T.H.
TURBINES.

A new 18,000 ton twin-screw passenger liner is being built at Glasgow for the P. & O.

The outstanding feature of this vessel is that the machinery is to be of the turbo-electric type. The installation is being supplied by the British Thomson-Houston Co., Ltd., and will consist of two B.T.H. turbines of 17,000 S.H.P. coupled to electric generators and motors, all assembled in a common engine room. The main engines will give the vessel an all round speed of about 18 knots on service, and either of the turbines will be sufficient to operate both shafts and drive the vessels at a speed of 16½ knots. The auxiliaries and the cargo-handling and other deck gear will all be electrically operated, and for this separate turbo-generators will operate on alternating current for light and heating, and the constant current system for all deck machinery.

Yarrow Boilers.

The boilers are to be of the Yarrow water-tube, working at a pressure of about 400 lb. to the square inch, and will be oil-fired on the Clyde system. In passing, it is interesting to note that there will be only two main steam pipes from the boilers to the turbines, and the saving, on this account, of steam losses and also maintenance, survey and general upkeep, is not to be lightly discounted, says "Shipbuilding," nor should we dismiss the advantages of the availability of 100 per cent. stern power and the absence of an astern turbine.

The only electrically-propelled ships which approximate to the size of the projected P. & O. liner are the warships of the American Navy and the liner now building in the States for the International Mercantile Marine Company to which Lord Kylsant alluded in his speech at the annual meeting of Harland & Wolff.

Turbo Electric Drive.

It has seemed strange to those to whom the news came as a surprise, that the P. & O. with all the alternatives before it, should have adopted a system of which, as applied to large powers in the merchant service, practically nothing is known. No doubt, if the proposition had been put before one of our technical societies, the theorists, setting within their own expert but limited knowledge, would have dismissed the scheme as scientifically unsound and unjustifiable. But there are few shipping companies more conservative than the P. & O. and it is inconceivable to any who know the care and deliberation which the management expend on the efficient running of their vessels that the company would embark on any novel project without giving the most careful consideration to all the facts which would be brought to bear on the particular conditions under which this ship will operate, mainly between London and Bombay.

It has been said that the turbo-electric drive is of little real use to a ship of this character, because she sails at a regular speed. Those who so lightly dismiss the subject in this fashion ignore the fact that on this mail route the speeds vary largely in the Eastern trades, and also, as no doubt will happen in due course when the vessel takes up one of those interesting cruises which the P. & O. and other lines are developing to such a high pitch of efficiency, she will prove ideal for the peculiar conditions under which these pleasure voyages are undertaken. From the point of view of the comfort of the passengers, the electric drive is ideal. On this ship, for example, reciprocating units will be entirely eliminated.

The successful operation of a ship is a highly complex business, and there are a good many factors which do not always enter into the calculations of, shall we say, an expert salesman. We may, therefore, rest assured that in breaking away from the traditional quadruple-expansion steam engine which has given them service for so many years and entering into a field of marine propulsion of which our marine engineers know little or nothing from actual experience, the P. & O. have been guided by very sound advice, and we shall watch the experiment with the greatest of interest. —North China Daily News.

GERMAN PLANS FOR
SHIPBUILDING.

BUILDING SLOWING DOWN.

SUCCESS OF SWEDISH YARDS.

As the Hamburg and Bremen lines have placed in the past six months a number of orders for new tonnage, the German shipbuilding yards are fully occupied at the present moment and consequently not dependent on the immediate influx of further business.

So far as can be ascertained, the big shipping companies have practically completed their building plans with the above-mentioned orders, and they are therefore unlikely to increase their commitments for some time to come, all the more as it has been stated that some old vessels have been acquired abroad by one of them.

It is, therefore, not surprising that no contracts of any importance have transpired in the recent past. On the other hand, unpleasant surprise was caused by the announcement that three motor-ships were ordered recently in Sweden—one by a Hamburg oil refinery and two by the Hamburg-South America Line. Both orders have gone to the Kockums Shipbuilding Company, Malmö.

The first-mentioned is for a 9,000-ton motor tanker and the other for two 8,000-ton cargo boats. In each case the prices are stated to be considerably below those quoted by the German yards, a fact which the Hamburg-South America management has emphasized, as the deal was concluded only after protracted negotiations with several of the former. Moreover, it is reported that Swedish concern is granting longer credit. Its ability to beat the Germans is all the more noteworthy as it has to pay higher wages.

Yard For Sale?

In December last several Bremen and Hamburg shipbuilding companies were amalgamated and taken over by a new company, Deutsche Schiff- und Maschinenbau A. G., Bremen-Hamburg. According to a rumour, the directors are considering the sale of the Hamburg yard, which was owned formerly by the Stettin Vulkan concern.

When the amalgamation scheme was first mentioned its promoters were anxious to include in the combine one or two other Hamburg companies, chiefly the Deutsche Werft, but neither the chief shareholders of that company (Berlin General Electric and Gutehoffnungshütte) nor the only other important Hamburg firm of that industry (Blohm und Voss) were willing to sacrifice their independence.

The rumour is probably based on the assumption that the directors of the combine would prefer to concentrate on the Bremen establishment, and that in the present circumstances the Hamburg property might be more of a burden than an asset of great value, especially as it has not been conspicuously successful in getting in fresh contracts of any importance in the last few months. According to the *Hamburg Fremdenblatt*, the Bremen directors and the Berlin banks interested in the Deutsche Schiff- und Maschinenbau A.G., have denied all knowledge of pending negotiations, though their denials do not contradict that a sale might be considered were an acceptable offer forthcoming.

The only likely purchaser would probably be the Deutsche Werft, but local directors are, apparently, unaware of any proposal of that nature, though they may not know all that is going on behind the scenes.

Another potential solution might be a fusion with one or the other of the smaller local yards, but so far no trace of any steps in that direction has been observed.

CHINESE PASSENGERS'
TRAFFIC.

THE WEEK'S IN AND OUT.

The figures showing the number of Chinese passengers in and out of the Colony for the week ended on July 31st, showed that 185 Chinese had left Hong Kong in excess of the number arrived. The following are the official figures:—

By Ocean Steamers.		
	Arr.	Dep.
July 25th	4,023	398
" 26th	865	298
" 27th	492	9,341
" 28th	1,180	3,548
" 29th	1,005	1,618
" 30th	2,611	734
" 31st	806	371
Total	11,011	9,218

By River Boats, Junks and Launches.		
	Arr.	Dep.
July 25th	883	2,028
" 26th	2,465	2,891
" 27th	2,450	2,596
" 28th	3,732	2,445
" 29th	2,219	3,342
" 30th	3,288	2,294
" 31st	2,024	3,540
Total	17,487	20,044

A MANILA MISHAP.

"PRESIDENT MADISON'S"
OFFICERS NOT TO
BLAME.

No negligence was committed by Captain Thomas P. Quinn and Chief Mate E. J. Moran, both of the liner *President Madison*, when that vessel struck and damaged Pier 7, during its call at Manila on March 28th this year. The surveyor of the port, Captain Manuel del Villar, investigated the accident, and found that the agents of the steamer are not liable for the damage incurred.

The damage was originally estimated by the Bureau of Customs at only Pesos 1,000, but a subsequent figure was Pesos 6,000. The Government will meet the entire cost of the damage.

The collision, according to the findings, was the result of strong winds, and for this reason, no action against the captain and officers of the *President Madison* was recommended in the report.

A complaint has been lodged with the Admiral Oriental Line, agents for the freighter *Dryden*, belonging to the United States Shipping Board, by the bureau of customs on account of the military authorities of Cebu, against the captain and officers of that vessel for alleged violation of Admiralty laws by passing within a restricted area of the island. As the *Dryden* has just left Manila, the Company has asked for postponement of any investigation until the arrival of the vessel in port, three months hence.

SHIPPING DELAYED BY
WEATHER.

What with a typhoon hanging about and heavy rain and thunder storms, choppy seas and swell, several vessels from the North have been delayed and are arriving here later than scheduled time.

The *President Jackson* came in from the North yesterday rather later than she was expected, and instead of sailing for Manila yesterday evening she is now going to-day.

Among other liners delayed was the *Empress of Russia*, which was originally due yesterday morning and will now reach port to-day. Her sailing for Manila has been delayed, but particulars will be found in our advertisement columns.

Several small coasting vessels have received a buffet, but no damage is reported.

MAN WHO HATED
HOSPITALS.RAN AWAY AFTER MOTOR
SMASH.

Because he disliked hospitals Mr. Leonard Hughes, of Longan village, near Bourne-mouth, ran away after being injured in a motor-car accident, though suffering from concussion, and had to be followed by the police and carried to hospital.

On the Christchurch road near Ringwood Mr. Hughes was involved in a motor-cycle collision. He declined the advice of doctors on the spot and refused to go to hospital.

Dr. H. Simmons, of Bourne-mouth, attended to him and he was lifted into a motor-car to be taken to hospital, but when he recovered consciousness he got out of the car and made for the country. The Ringwood police were notified, and the injured man was eventually found and taken to Boscombe Hospital, where with much reluctance, he remained.

Watery Pimples
On Baby's Head
Cuticura Healed

"My baby's head broke out all over with watery pimples that itched and wept terribly keeping her awake. She used to scratch them and make them bleed, and in a very short time the trouble spread to the back of her ear. Her hair all fell out and I got no rest day or night with her."

"I sent for a free sample of Cuticura Soap and Ointment and after the first application she got relief. I purchased more and after using one cake of Cuticura Soap and one jar of Cuticura Ointment she was healed." (Signed) Mrs. F. Jewell, 25, Wall St., Plymouth, Eng.

Make Cuticura Soap and Ointment your every-day toilet preparations and have a clear, sweet skin, soft, smooth hands and a healthy scalp with good hair. Cuticura Talcum is unexcelled in purity.

Soap and Ointment sold throughout the world. For prompt shipment, please send 10c for sample of Cuticura Soap and Ointment to The Cuticura Company, New York City, U.S.A.

Get the Cuticura Soap and Ointment.

FIRM THAT FED KINGS.

FAILURE OF FAMOUS
RESTAURANT.WHERE THERE WAS NO
JAZZ.

BERLIN.

For 40 years the name of Borchardt has stood for the noblest wine, the rarest food, and the finest cooking, and the news that the celebrated firm has gone into bankruptcy will come as a shock to old-fashioned people, not merely in Berlin but throughout Germany.

The fall of Borchardt's is the final act in the overthrow of the old regime and the logical consequence of the abdication of the Kaiser. Borchardt was purveyor of wines, of foie gras, and all sorts of delicatessen to the Imperial Court, and there was not a tradesman in Europe who supplied so many royal, princely, and ducal courts.

Special dishes were sent by Borchardt to St. Petersburg for the Czar's table, and when William II. went to Palestine it was Borchardt who received the command from the Sultan of Turkey to supply the meals for his imperial guest.

It was the rule of the firm to render accounts only once a year, and it was against its traditions to remind tardy customers that cheques should be sent if accounts had not been promptly paid.

The restaurant next door to the shop was to Berlin what Voisin's is to Paris. It was a small and quiet—yet solemn—place, with no music or fanciful lighting and decorations to distract a diner from the charm of the food and wine. King Edward VII. dined there and the ex-Kaiser was to be seen there.

With the fall of the monarchy the customers disappeared.

Restaurants and fashionable hotels nowadays have jazz bands and decorations to distract the attention of indifferent customers from meals poorly prepared.

It is stated that £35,000 was required to save the firm, but it is probable that the celebrated shop will remain open, and it is hoped to reopen the restaurant in September.

SEE NEW FASHION ADVERT.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

No. 1 for Eczema, No. 2 for Itch and No. 3 for Skin Diseases. No. 1 for Eczema, No. 2 for Itch and No. 3 for Skin Diseases. No. 1 for Eczema, No. 2 for Itch and No. 3 for Skin Diseases. No. 1 for Eczema, No. 2 for Itch and No. 3 for Skin Diseases.

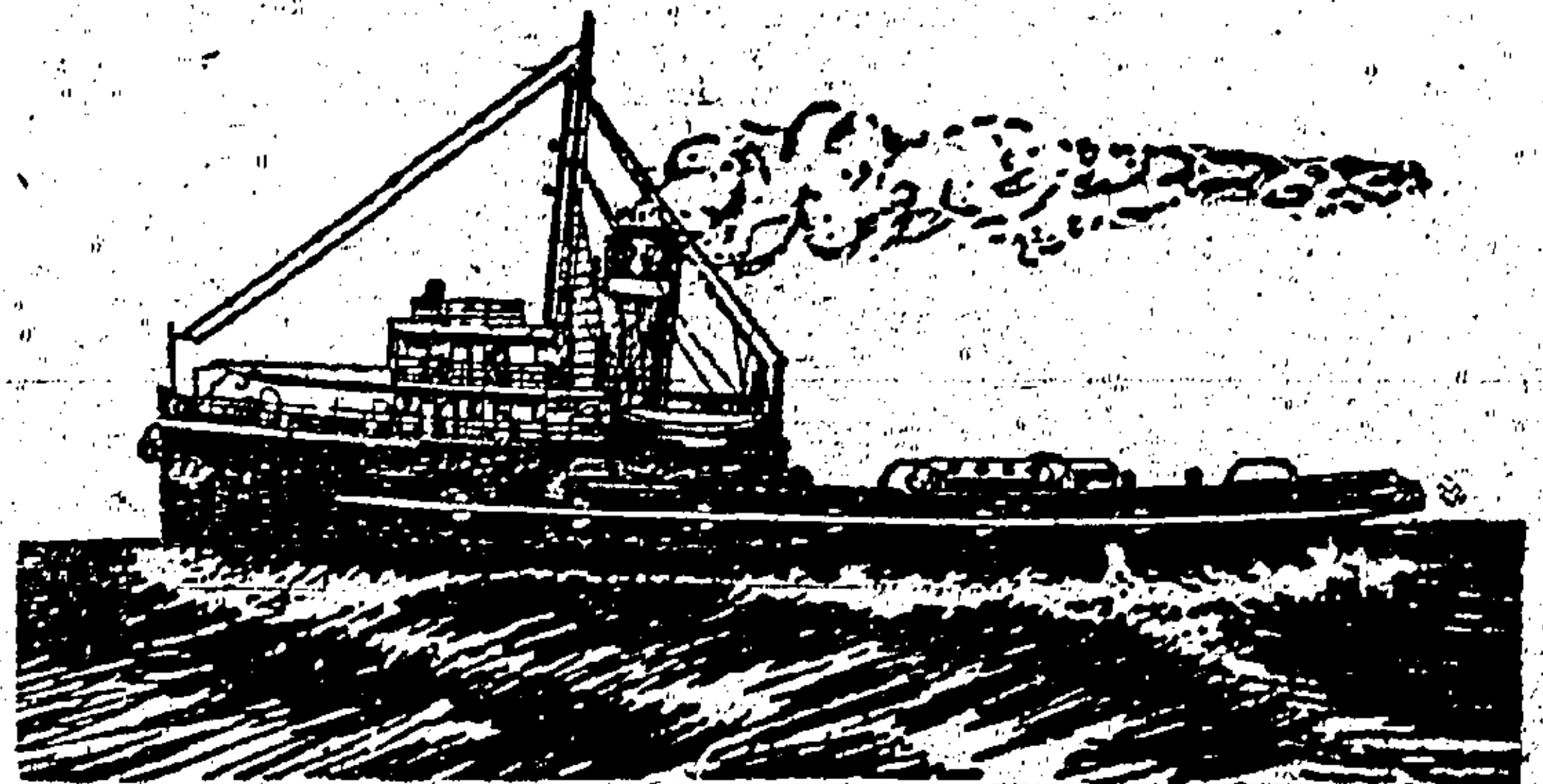
Write for Free Booklet to The Therapion Co., 10, Abchurch Lane, London, E.C. 4, U.S.A. or to The Therapion Co., 10, Abchurch Lane, London, E.C. 4, U.S.A. or to The Therapion Co., 10, Abchurch Lane, London, E.C. 4, U.S.A. or to The Therapion Co., 10, Abchurch Lane, London, E.C. 4, U.S.A.

The HONGKONG & WHAMPOA DOCK

COMPANY LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Cable: U.S.A. 11, A.R.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers
Iron and Brass Founders, Forge Masters, Electricians.

Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), L.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Steamer "PHILOTTES" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 8th August.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th August, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 29th August or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

8th August, 1927. [5196]

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLEBRO', ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENLAWEES"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 27th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 10 a.m.

No Fire Insurance will be counterinsured by GIBB, LIVINGSTON & CO., LTD. Agents.

Hong Kong, 7th August, 1927. [5195]

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

SS. "CHENONCEAUX"

EXPRESS CARGO FROM MARSEILLE, etc. ALSO CARGO FROM LA-FALLOISE, COGNAC, HAVRE, etc.

Ex SS. "COMMANDEUR DORIE"

CONSIGNEES are hereby informed

that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Friday, the 12th instant, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Tuesday, the 8th August, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE, Agent.

Hong Kong, 3rd August, 1927. [5193]

JAVA THE WONDERLAND

SPEND YOUR SUMMER HOLIDAYS
IN JAVA.BEAUTIFUL HILL RESORTS
GLORIOUS SCENERY.

Next Sailings from Hong Kong:—

S.S. "TJIKINI" 17th Aug. to BATAVIA direct.
S.S. "TJISONDARI" ... 25th Aug. to BATAVIA direct.
S.S. "TJISALAK" 31st Aug. to BATAVIA direct.
S.S. "TJIKEMBANG" ... 8th Sept. to BATAVIA direct.

Special Return Tickets Issued.

For full particulars regarding fares, hotels,
motor trips, etc. Apply to—JAVA-CHINA-JAPAN LIJN,
YORK BUILDING.

Telephone C. 1574.

[191]

HAMBURG-AMERIKA LINIE

Inclipsure

HUGO STINNES LINTEN

COMBINED FREIGHT AND PASSENGER SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

S.S. "ADOLF VON BAEYER" (H.S.L.) due here on or about the 15th Aug.
S.S. "BAARLAND" (H.A.L.) due here on or about the 25th Aug.
S.S. "EMIL KIRDOFF" (H.S.L.) due here on or about the 1st Sept.
S.S. "HESEN" (H.A.L.) due here on or about the 27th Sept.
S.S. "FREUSSEN" (H.S.L.) due here on or about the 1st Oct.
S.S. "SACHSEN" (H.A.L.) due here on or about the 25th Oct.

HOMEWARD.

Sailings for Europe via Manila, Singapore,
Colombo & Port Said:—

* M.Y. "MUNSTERLAND" (H.S.L.) sailing from here on or about the 24th Aug.
S.S. "OLDENBURG" (H.A.L.) sailing from here on or about the 6th Sept.
S.S. "ADOLF VON BAEYER" (H.S.L.) sailing from here on or about the 21st Sept.
S.S. "BAARLAND" (H.A.L.) sailing from here on or about the 1st Oct.
S.S. "EMIL KIRDOFF" (H.S.L.) sailing from here on or about the 22nd Oct.
S.S. "HESEN" (H.A.L.) sailing from here on or about the 1st Nov.
S.S. "FREUSSEN" (H.S.L.) sailing from here on or about the 15th Nov.

* Calling at Marseilles, Rotterdam and Hamburg.
† Calling at Genoa, Rotterdam and Hamburg.

For Freight, Passage and further Particulars please apply to

JEBSEN & CO.

13, Padder Street. Tel. C. 2227.
61] Tel. C. 4754.THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "DANMARK"

will be loading for LE HAVRE, ROTTERDAM, HAMBURG,
COPENHAGEN and other SCANDINAVIAN PORTS
On or about 15th August.Further Sailings Expected on Will leave homeward-bound
or about on or about

M.S. "Asia" 9th September
M.S. "Afrika" 20th October

Subject to change without notice.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.
Agents.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

These New Vessels maintain a Regular Service from HONGKONG TO AUSTRALIAN PORTS VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australia, New Zealand and Tasmanian Ports. Excellent and Most Up-to-date First & Second Class Passenger Accommodation. HONGKONG TO SYDNEY—19 DAYS.

Ship	Days Hong Kong on or about	Sailing from Hong Kong on or about
CHANGTE	9th August	16th August
TAIPING	13th September	13th September
CHANGTE	11th October	18th October
TAIPING	8th November	15th November

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents. [6]

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OUBAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AT

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BEDFORD" ... Via Suez Canal 10th August.

S.S. "MENTOR" ... Via Suez Canal 25th August.

S.S. "CITY OF NORWICH" ... Via Suez Canal 11th September.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to Change without Notice.

For Freight and Particulars, apply to—BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON [1]

NORDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER AND FREIGHT SERVICE.

Cabin class: £73. 4s. 0d. Intermediate class: £45. 2s. 0d. To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

Ship	Departure from Hong Kong	Arrival at Hong Kong	Arrival from Shanghai
S.S. "GOHA"	30th August, 1927.	24th Sept.	26th August, 1927.
S.S. "SAARBRUECKEN"	27th Sept.	22nd Oct.	24th Sept.
S.S. "COBLENZ"	24th Oct.	19th Nov.	21st Oct.

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:

NEXT ARRIVALS FROM EUROPE:

S.S. "ANHALT" ... on or about 14th Aug. in Hong Kong.

S.S. "NUERNBERG" ... on or about 14th Sept. in Hong Kong.

For Freight, Passage and further Particulars, please apply to—

MELCHERS & CO., Agents, HONG KONG. [20]

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS TO BOSTON AND NEW YORK

M.V. "JAVANESE PRINCE" ... 23rd August, 1927

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams: Furpuco. King's Building. [19]

WITHOUT PURE BLOOD, HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It cures out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gonorrhea, rheumatism, goitre or Dystrophia Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD. For Nervous Breakdown and "Ironia Weakness."

VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., General Oak, N.W.3, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO" and "REMEDI" on Government Stamp. Sold by LEADING CHINESE DRUGGISTS.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

August 9th.

Devawongse, Chinese str., 1,023 tons, Capt. H. Spland, from Taurance and Hoihow, with a general cargo, lying at buoy No. 44—Chau Yue Tang.

Kut Sang, British str., 3,843 tons, Capt. V. McC. Liddell, from Calcutta and Singapore. The latter port she left on August 2nd, with a general cargo, lying at buoy No. 87—Jardine, Matheson & Co.

Yuan Feng, Chinese str., 906 tons, Capt. I. Miller, from Saigon, which port she left on August 3rd, with rice and meal, lying at buoy No. 339—Yuen Shing Fat.

August 8th.

Foehing, British str., 1,423 tons, Capt. W. Allen Balch, from Tsingtau and Swatow, with a general cargo, lying at West Point Wharf—Jardine, Matheson & Co.

Franken, German str., 4,290 tons, Capt. P. Kuhnemann, from Shanghai, which port she left on August 4th, with a general cargo—Melchers & Co.

Lyons Maru, Japanese str., 4,310 tons, Capt. K. Ozawa, from Yokohama and Shanghai. The latter port she left on August 4th, with a general cargo, lying at buoy No. 44—N.Y.K.

Philippine, British str., 7,187 tons, Capt. A. S. Blues, from Glasgow via Singapore. The latter port she left on August 3rd, with 3,400 tons of general cargo, lying at Holt's Wharf—B. & S.

President Jackson, American str., 14,123 tons, Capt. John Griffith, from Seattle via ports. She left Seattle on August 4th, with 3,544 tons of general cargo for Hong Kong, lying at Kowloon Wharf—American Mail Line.

President Pierce, American str., 3,903 tons, Capt. Henry Nelson, from Manila, which port she left on August 8th, with 250 tons of general cargo, lying at Kowloon Wharf—Dollar S.S. Line.

Sony Bo, French str., 730 tons, Capt. J. Bounamour, from Port Bayard, with a general cargo, lying at buoy No. C40—Messageries Maritimes.

Times Maru, Japanese str., 1,304 tons, Capt. T. Nakamura, from Keelung, which port she left on August 8th, with a cargo of coal, lying at buoy No. C40—M.B.K.

CLEARANCES.

August 8th.

Benlawers, for Takao.

Foehing, for Canton.

Franken, for Singapore.

Hai Hong, for Swatow.

Hydranga, for Swatow.

Karimoun, for Shanghai.

Kotori Maru, for Shanghai.

Kut Sang, for Amoy.

Lyons Maru, for Saigon.

Roku Maru, for Canton.

Sony Bo, for Kwang Chow Wan.

Tai Sui, for Kwang Chow Wan.

Tak Hing, for Amoy.

Tanda, for Moji.

Times Maru, for Canton.

Tjiluwang, for Swatow.

Tjondari, for Shanghai.

PASSENGERS.

ARRIVALS.

Per s.s. President Pierce, on August 8th, from Manila:—For Hong Kong: Mr. R. Araneta, Mr. J. A. Araneta, Mr. A. Arpe, Major C. C. Cresson, U.S.A. and Mrs. C. C. Cresson, Mr. and Mrs. Chan Ching, Master Chan, Mr. C. Dierkes, Mr. W. H. Daub, Mr. G. H. Evans, Mr. L. A. Fernandez, Rev. P. Gonzalo, Lieut. E. T. Lucks, U.S.A., Rev. R. Neyra, Mr. and Mrs. K. Nakagawa, Lieut. A. L. Parsons, U.S.A. and Mrs. Parsons, Master A. Parsons, Miss A. Parsons, Mr. and Mrs. T. A. Tesar, Mr. C. Teerthdas, Mr. P. E. Ya Singo, and Rev. F. Zurdo. Among passengers passing through on their way to Shanghai were: Mr. W. Andres, Mr. M. Andres, Mrs. W. O. Bry, Mr. B. P. Chutter, Mr. H. R. Hughes, Mr. and Mrs. L. A. Marsh, Mr. and Mrs. C. W. Noble, Mrs. A. H. Page, Master A. Page and Miss E. Rutledge. For Kobe: Mr. Rakuro Inoue and Mr. Ten Un Yak.

Per s.s. President Jackson, from Seattle, on August 8th:—For Hong Kong: Mr. G. Arbogast, Mr. C. O. Chan, Mr. and Mrs. N. Djalas, Lieut. L. G. H. Dyke, Miss H. Encarnacion, Mrs. W. Field-Hook, Mr. Hem Hee, Mr. Ho Yue Shing, Mrs. Han Hui Yeung, Miss Han Hui Hing, Miss Han Pong Yok, Mr. Tom Kam, Mr. and Mrs. J. B. Ketchum, Mr. Liang Shih Yi, Mrs. S. Y. Liang, Mrs. Sing Y. Liang, Mr. C. M. Tai, Mr. K. Tanaka, Dr. Luang Viivivaya, Mr. T. Well-lock. Among passengers passing through on their way to Manila were: Mrs. M. M. Angleton, Rev. D. A. Daly, Mr. and Mrs. John Dumas, Master N. Dumas, Mr. and Mrs. B. T. Few, Mr. and Mrs. D. French, Lieut. and Mrs. G. E. Gator, Mrs. G. Y. Gilson, Rev. A. A. Hofmann, Mr. and Mrs. S. G. Kirkland, Rev. H. J. McLaughlin, Mr. and Mrs. K. Shimizu, Mr. C. Soriano, Mr. C. E. Stair, Mr. and Mrs. Y. L. Waller, and Mr. C. E. Williams.

DOLLAR STEAMSHIP LINE

AMERICAN MAIL LINE

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT JACKSON ... Tuesday, Aug. 16th

PRESIDENT MCKINLEY ... Tuesday, Aug. 30th

PRESIDENT LINCOLN ... Tuesday, Sept. 13th

PRESIDENT CLEVELAND ... Tuesday, Sept. 27th

PRESIDENT PIERCE ... Tuesday, Oct. 11th

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE

SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States and Canada, with liberal stop-over privileges for sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
Aug. 10	Seattle	Manzanita	Sept. 6	10th Aug.
Aug. 16	San Francisco	Olympic	Sept. 17	17th Aug.
Aug. 23	Seattle	Berengaria	Sept. 21	24th Aug.
Aug. 30	San Francisco	Homeria	Oct. 1	1st Sept.
Sept. 6	Seattle	Aquitania	Oct. 5	5th Sept.
Sept. 13	San Francisco	Majestic	Oct. 15	15th Sept.
Sept. 20	Seattle	Leviathan	Oct. 22	22nd Sept.
Sept. 27	San Francisco	Olympic	Oct. 29	29th Sept.
Oct. 4	Seattle	Berengaria	Nov. 6	6th Oct.
Oct. 11	San Francisco	Leviathan	Nov. 12	12th Oct.
Oct. 18	Seattle	Aquitania	Nov. 19	19th Oct.
Oct. 25	San Francisco	Majestic	Nov. 26	26th Oct.

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT PIERCE ... Wednesday, Aug. 10th, 6 a.m.

PRESIDENT TAFT ... Tuesday, Aug. 23rd

PRESIDENT JEFFERSON ... Wednesday, Sept. 7th

PRESIDENT GIANT ... Wednesday, Sept. 21st

PRESIDENT MADISON ... Wednesday, Oct. 5th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK

VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES—GENOA—MARSEILLES

Thence to BOSTON AND NEW YORK.

PRESIDENT ADAMS ... Tuesday, Aug. 15th, 8.00 a.m.

PRESIDENT GARFIELD ... Tuesday, Aug. 30th, 8.00 a.m.

PRESIDENT HARRISON ... Tuesday, Sept. 13th, 8.00 a.m.

PRESIDENT MONROE ... Tuesday, Sept. 27th, 8.00 a.m.

PRESIDENT WILSON ... Tuesday, Oct. 11th, 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT TAFT ... Aug. 15th, 6.00 p.m.

PRESIDENT ADAMS ... Aug. 16th, 8.00 a.m.

PRESIDENT MCKINLEY ... Aug. 22nd, 8.00 a.m.

PRESIDENT GARFIELD ... Aug. 30th, 8.00 a.m.

PRESIDENT JEFFERSON ... Aug. 30th, 6.00 p.m.

For Passenger and Freight Rates apply to

THE ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING (Ground Floor).

Telephone: Central 2477, 2478 & 796.

VESSELS EXPECTED.

Aegean (Blue Funnel), due Sept. 29th.

Arafura (E. & A.), due October 3rd.

Athos II. (M.M.), due August 30th.

Bolton Castle (Dodwell), due Sept. 24th.

Calcutta (Blue Funnel), due Sept. 10th.

D'Artagnan (M.M.), due Sept. 13th.

Delhi (Swedish East Asiatic), due August 19th.

Diomed (Blue Funnel), due October 8th.

Empress of Russia (C.P.R.), due to-day.

Equilino (Dodwell), due September 16th.

Eurylochus (Blue Funnel), due September 11th.

Eurylochus (Blue Funnel), due Oct. 13th.

Fusuma-L. (Dodwell), due August 13th.

Hector (Blue Funnel), due August 24th.

Japanese Prince (Furness, F.E.), due August 23rd.

Kashgar (P. & O.), due November 25th.

Kashmir (P. & O.), due September 26th.

Kemans (Blue Funnel), due Sept. 20th.

Khyber (P. & O.), due September 1st.

Lycan (Blue Funnel), due Sept. 22nd.

Macedonia (P. & O.), due October 14th.

Malva (P. & O.), due September 15th.

Menelaus (Blue Funnel), due Aug. 19th.

Mentor (Blue Funnel), due August 20th.

Mongolia (P. & O.), due October 28th.

Morea (P. & O.), due August 18th.

Nagpore (P. & O.), due August 29th.

Ningchow (Blue Funnel), due Aug. 24th.

Nyanza (P. & O.), due September 14th.

Santhia (B.I. & Apear), due Aug. 19th.

St. Albans (E. & A.), due Sept. 5th.

Talamba (B.I. & Apear), due to-morrow morning.

Tunda (E. & A.), due August 30th.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

CANTON ... "CHIPSING" Tuesday, 9th Aug. at 1 a.m.

KOBE via AMOY, SHAL, ... "KUTSANG" Tuesday, 9th Aug. at 7 a.m.

MOI & YOKOHAMA ... "ROSANG" Tuesday, 9th Aug. at 8 p.m.

STRAITS & CALCUTTA ... "SUISANG" Wednesday, 10th Aug. at 7 a.m.

SHANGHAI ... "HOPSANG" Wednesday, 10th Aug. at 10 a.m.

TIENTSIN ... "YUSANG" Wednesday, 10th Aug. at 5 p.m.

CANTON ... "FOOSHING" Thursday, 11th Aug. at 4 a.m.

TIENTSIN ... "CHIPSING" Thursday, 11th Aug. at 5 p.m.

TSINGTAU via SWATOW ... "FOOSHING" Sunday, 14th Aug. at 10 a.m.

TSINGTAU via SWATOW ... "KWAISANG" Wednesday, 17th Aug. at 10 a.m.

STRAITS & CALCUTTA ... "FOOSHANG" Wednesday, 17th Aug. at 3 p.m.

OSAKA via AMOY, MOI ... "NAMSANG" Monday, 22nd Aug. at 7 a.m.

KOBE ... "KUMSANG" Sunday, 25th Aug. at 3 p.m.

STRAITS & CALCUTTA ... "KUMSANG" Sunday, 25th Aug. at 3 p.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD., GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 218. [8]

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENOCLE" (via Oran) 24th August

Motor Vessel "GLENBARRY" (via Oran) 31st August

Motor Vessel "GLENLUCE" (via Oran) 13th September

Steamship "CARMARTHENSHEIRE" (via Oran) 2nd November

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAPP" Due Hong Kong.

Motor Vessel "GLENLUCE" 18th August

Steamship "CARMARTHENSHEIRE" 8th September

Motor Vessel "GLENBEG" 18th September

Motor Vessel "GLENARA" 18th October

For Freight, Passage and further Particulars, apply to—

JARDINE, MATHESON & CO., LTD. AGENTS: THE GLEN LINE, LTD.

M.M. MESSAGERIES MARITIMES

LIGNES COMMERCIALES (Cargo Boats)

Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—

s/s "YANG TSE" ... 6th August.

s/s "DE P. BENOT" due to arrive from DUNKIRK, LONDON, HAVRE about the 30th August.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Hong Kong	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles
AMAZONE	—	—	16th Aug.
CHENONCEAUX	—	—	30th Aug.
ATHOS II	29th July	28th Aug.	27th Sept.
ANGERS	12th Aug.	13th Sept.	11th Oct.
D'ARTAGNAN	26th Aug.	27th Sept.	25th Oct.
GAL NETZINGER	9th Sept.	11th Oct.	8th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance.)

A Class 1st Class ... £ 99. 0d. Od. B Class 1st Class ... £ 85. 0d. Od.

2nd Class ... £ 70. 0d. Od. 3rd Class ... £ 51. 0s. Od.

Through Tickets to London and leading towns of Europe. Accommodations reserved in the trains at Marseilles. (Sailings subject to alteration without notice.)

For full Particulars, apply to—

Cie des MESSAGERIES MARITIMES.

Telephone: Central 740. 9, QUEEN'S BUILDING, CONSIGNATION—TRANSIT—REPRESENTATION. [7]

AUSTRAL-CHINA NAVIGATION CO.

S.S. "CALULU" will sail hence on the 10th AUGUST

TO

SYDNEY, MELBOURNE & ADELAIDE

VIA

HAIPHONG, MANILA, SANDAKAN, BALIKPAPAN, RABAU, SAMARAI and NOUMEA.

For Freight and Particulars, Apply to

DODWELL & CO., LTD., Agents, Queen's Building. Tel. No. Central 1030. [17]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

SWATOW, AMOY & FOOSHOW AND RETURN

(Occupying 8 to 9 Days)

HAIPHONG ... Tuesday, the 9th August, at 12 Noon

HAIPHONG ... Thursday, the 11th August, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fooshow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$60.00 including Meals while the Steamer is in Port. For Freight and Passage apply to—

DOUGLAS LARRAIK & CO., General Managers.

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
CANADA, U.S.A., JAPAN & SHANGHAI	Emp. of Russia	9th Aug.
AUSTRALIA AND MANILA	Chang	9th Aug.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Van Overstraten	9th Aug.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Tulumba	10th Aug.
JAPAN & SHANGHAI	Kilano Maru	12th Aug.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Tenyo Maru	12th Aug.
JAPAN	Ginjo Maru	15th Aug.
JAPAN & SHANGHAI	Amakusa	15th Aug.
ATTRAHIA & MANILA	Tongo Maru	15th Aug.
SHANGHAI	Ravapindi	15th Aug.
MANILA	Kemp. of Russia	22nd Aug.
SHANGHAI	Alaska Maru	22nd Aug.
JAPAN	Alaska Maru	22nd Aug.
JAPAN & SHANGHAI	Harema Maru	22nd Aug.

OUTWARD MAILS.

FOR	PER	DATE
Swatow, Amoy and Foochow	Hai Lung	Monday, 9th, 11.00 A.M.
Manila	Pres. Jackson	12.30 P.M.
*Straits & Calcutta	Hong Kong	1.00 P.M.
*Straits, Mauritius and South Africa	Tia Hou	12.30 P.M.
Shanghai, Japan, Canada, U.S.A., U. & S. America & Europe via Victoria, B.C. - due Victoria, B.C., 29th Aug. and Europe via Siberia	Pres. Pierce	3.00 P.M.
Manila, Australia and New Zealand via Thursday Island - due Thursday Island, 27th September	Tai Hing	4.30 P.M.
Swatow, Amoy and Foochow	Hopang	Wednesday, 10th, 8.30 A.M.
Manila	Van Overstraten	1.30 P.M.
Manila	Emp. of Russia	3.00 P.M.
Manila	City of Bedford	4.30 P.M.
*Swatow, Amoy & Formosa	Defi Maru	Thursday, 11th, 8.30 A.M.
Swatow, Amoy and Foochow	Haiyang	Noon
Shanghai, Japan, Honolulu, U.S.A., Canada, U. & S. America & Europe via San Francisco, 5th Sept. and EUROPE via Siberia	Taiyo Maru	Friday, 12th, 9.45 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles - due Marseilles, 12th Sept.	Kilano Maru	Saturday, 13th, 8.00 A.M.
Swatow	Kwai Sung	Sunday, 14th, 8.30 A.M.
Manila, Australia & New Zealand via Thursday Island - due Thursday Island, 27th September	Chang	Monday, 15th, 8.00 P.M.
Swatow, Amoy and Foochow	Amakusa	Tuesday, 16th, 8.00 A.M.
Swatow, Amoy and Foochow	Amakusa	Wednesday, 17th, 8.00 A.M.
Swatow, Amoy and Foochow	Amakusa	Thursday, 18th, 8.00 A.M.
Swatow, Amoy and Foochow	Amakusa	Friday, 19th, 8.00 A.M.
Swatow, Amoy and Foochow	Amakusa	Saturday, 20th, 8.00 A.M.
Swatow, Amoy and Foochow	Amakusa	Sunday, 21st, 8.00 A.M.
Swatow, Amoy and Foochow	Amakusa	Monday, 22nd, 8.00 A.M.
Swatow, Amoy and Foochow	Amakusa	Tuesday, 23rd, 8.00 A.M.
Swatow, Amoy and Foochow	Amakusa	Wednesday, 24th, 8.00 A.M.
Swatow, Amoy and Foochow	Amakusa	Thursday, 25th, 8.00 A.M.
Swatow, Amoy and Foochow	Amakusa	Friday, 26th, 8.00 A.M.
Swatow, Amoy and Foochow	Amakusa	Saturday, 27th, 8.00 A.M.
Swatow, Amoy and Foochow	Amakusa	Sunday, 28th, 8.00 A.M.
Swatow, Amoy and Foochow	Amakusa	Monday, 29th, 8.00 A.M.
Swatow, Amoy and Foochow	Amakusa	Tuesday, 30th, 8.00 A.M.
Swatow, Amoy and Foochow	Amakusa	Wednesday, 31st, 8.00 A.M.

*Correspondence bearing vessel's name only.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000

Issued and Fully Paid \$30,000,000

Reserve Fund \$20,000,000

Sterling \$20,000,000

Silver \$15,500,000

Reserve Liability of Proprietors \$30,000,000

Head Office: Hong Kong.

Court of Directors:

Hon. Mr. D. G. M. BERNARD, Chairman.

A. H. COXSON, Esq., Deputy Chairman.

W. H. Bell, Esq., J. G. S. Macle, Esq., N. S. Brown, Esq., W. L. Patterson, Esq., A. Macgowan, Esq., T. G. Wall, Esq., H. P. White, Esq.

Acting Chief Manager: Hon. Mr. A. C. HUI.

Branches: Amoy, Hong Kong, Peking, Shanghai, Swatow, Tientsin, Yokohama.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hong Kong, 19th July, 1927. [33]

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, A. C. HUI, Esq., Acting Chief Manager.

Hong Kong, 9th March, 1927. [3]

EQUITABLE EASTERN BANKING CORPORATION AN AMERICAN BANK.

CAPITAL AND SURPLUS U.S. \$3,000,000

HEAD OFFICE: 77 WALL STREET, NEW YORK.

BRANCHES: SHANGHAI.

General Banking and Exchange Business.

Interest Allowed on all Deposits. Rates on Application.

LONDON AND PARIS AGENTS: EQUITABLE TRUST CO. OF N.Y. 81 D. M. BIGGAR, Manager.

NEDERLANDSCHE BANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorized Capital: Guilders 150,000,000. (212,500,000)

Paid-Up Capital: Guilders 80,000,000. (125,000,000)

Reserve Fund: Guilders 40,000,000. (62,500,000)

Head Office: AMSTERDAM.

Eastern Head Office: BATAVIA.

BRANCHES: Batavia, Bencoolen, Bontoe, Borneo, Calcutta, Cebu, Hong Kong, Kobe, London, Lyons, Manila, Peking, Rangoon, Singapore, Siam, Soerabaya, Swatow, Tientsin, Yokohama.

These offices have daily deposit books to let.

London Bankers: National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

O. STEENSTRA, Manager.

Hong Kong, 30th July, 1927. [34]

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 2nd of November, 1917.)

AUTHORIZED CAPITAL: \$50,000,000

PAID-UP CAPITAL: \$25,000,000

RESERVE FUND: \$25,000,000

HEAD OFFICE: PEKING

HONG KONG BRANCH: 4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America and other parts of the world.

London Bankers: THE GUARANTY TRUST CO. OF NEW YORK.

New York Bankers: THE EQUITY TRUST CO. OF NEW YORK.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

SHOU J. CHEN, Manager.

Hong Kong, 29th June 1927. [35]

CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1882.

HEAD OFFICE: LONDON.

Paid-up Capital \$25,000,000

Reserve Fund \$24,000,000

Reserve Liability of Proprietors \$23,000,000

AGENCIES AND BRANCHES: ALEXANDRIA, BOMBAY, CALCUTTA, CANTON, HANKOW, HONG KONG, KOLKATA, LONDON, LYONS, MANILA, Peking, RANGOON, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

J. R. GEORGE, Manager.

Hong Kong, 7th March, 1927. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, CHATEAU ROAD, VICTORIA, HONG KONG.

HEAD OFFICE: 74, RUE ST. LAZARE, PARIS.

Capital fully paid up: Frs. 40,000,000

Special Working Capital: Frs. 50,000,000

Reserves: Frs. 13,276,000

BRANCHES: Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Peking, Tientsin, Shanghai, Hong Kong.

France: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas.

London: Midland Bank, Ltd.

New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the world.

A. ROLLIN, Manager.

Hong Kong, 21st April, 1927.

THE MERCHANTS BANK OF INDIA, LIMITED.

HEAD OFFICE: 14, GRACECHURCH STREET, LONDON, E.C. 3.

Authorized Capital \$25,000,000

Subscribed Capital \$1,800,000

Paid-up Capital \$1,000,000

Reserve Fund and Best \$2,154,567

BANKERS:

THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES: Bangkok, Batavia, Bombay, Calcutta, Canton, Cebu, Hong Kong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Siam, Soerabaya, Swatow, Tientsin, Yokohama.

HONG KONG BRANCHES: Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

O. L. C. SANDER, Manager.

7, Queen's Road Central, Hong Kong, 18th April, 1927. [32]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid: Yen 100,000,000

Reserve Fund: Yen 22,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT: Alexandria, Honolulu, Hong Kong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Siam, Soerabaya, Swatow, Tientsin, Yokohama.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

CH. LEM, Manager.

Hong Kong, 28th February, 1927. [32]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONG KONG.

No. 10, DES VOUX ROAD CENTRAL, HONG KONG.

AUTHORIZED CAPITAL: \$10,000,000

PAID-UP CAPITAL: \$5,000,000

RESERVE FUND: \$1,200,000

BRANCHES AND AGENCIES: Batavia, Bombay, Calcutta, Canton, Cebu, Hong Kong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Siam, Soerabaya, Swatow, Tientsin, Yokohama.

Correspondents in all principal cities of the world.

Every description of Banking and Exchange Business transacted.

Loans granted on approved securities.

Have Deposit Books To Let.

KAY TUNG PO, Chief Manager.

Hong Kong, 21st March, 1927.



There's a wealth of cool enjoyment in a

"CAPSTAN" CIGARETTE

Sold Everywhere

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. B-195

BANQUE DE L'INDO-CHINE.

Head Office: 56, Boulevard Haussmann, Paris.

Subscribed Capital: Frs. 75,000,000.00

Paid-up Capital: Frs. 65,400,000.00

Reserve Fund: Frs. 89,384,519.10

BRANCHES: Bangkok, Batavia, Bombay, Calcutta, Canton, Cebu, Hong Kong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Siam, Soerabaya, Swatow, Tientsin, Yokohama.

In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays Bas; Credit Industriel et Commercial; Societe Generale.

In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

CH. LEM, Manager.

Hong Kong, 28th February, 1927. [32]

THE BANK OF TAIWAN, LTD.

(TAIWAN GINSEK.)

Incorporated by Special Imperial Charter, 1890.

Capital Subscribed: Yen 45,000,000

Capital (Paid-up): Yen 39,975,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES: Japan: Tokyo, Yokohama, Kobe, Osaka.

FORMOSA: Giran, Kagi, Karsenka, Keelung, Malong, Nanto, Shichiku, Tachin, Tainan, Takao, Tamsui, Toon, Heito, Taiko.

CHINA: Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.

OVERSEAS: Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtau, Japan, Indo-China, Siam, India, Philippines, Islands, Java, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Rates which will be quoted on application.

T. TAKAGI, Manager.

HONG KONG BRANCH, 8, DES VOUX ROAD, CENTRAL.

Hong Kong, 11th May, 1923. [37]

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 5th.

Previous On Date On Date

Day at 2 p.m. 6 a.m. 2 p.m.

Barometer: 29.68 29.49 29.47

Temperature: 83 81 83

Humidity: 69 87 63

Wind: Direction WNW WNW WNW

Force 3 2 3

Weather: C O U

Rain: 0.00 0.00 0.74

Highest open-air Temperature, 7th: 89

Lowest open-air Temperature, 8th: 79

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Qualls; R=Rain; T=Thunder

HONG KONG TIDE TABLE.

From August 8th to 15th, 1927.

HIGH WATER LOW WATER

Days of Week Date of Month Hong Kong Standard Time Height Hong Kong Standard Time Height

Tues. 9 h. m. a. m. h. m. a. m.

Wed. 10 h. m. a. m. h. m. a. m.

Thur. 11 h. m. a. m. h. m. a. m.

Fri. 12 h. m. a. m. h. m. a. m.

Sat. 13 h. m. a. m. h. m. a. m.

Sun. 14 h. m. a. m. h. m. a. m.

Mon. 15 h. m. a. m. h. m. a. m.

11.38 a. m. 5.23 a. m.

To the Publisher "HONG KONG WEEKLY PRESS"

Please send me the "HONGKONG WEEKLY PRESS"

from 1927 to 1927

addressed as follows:

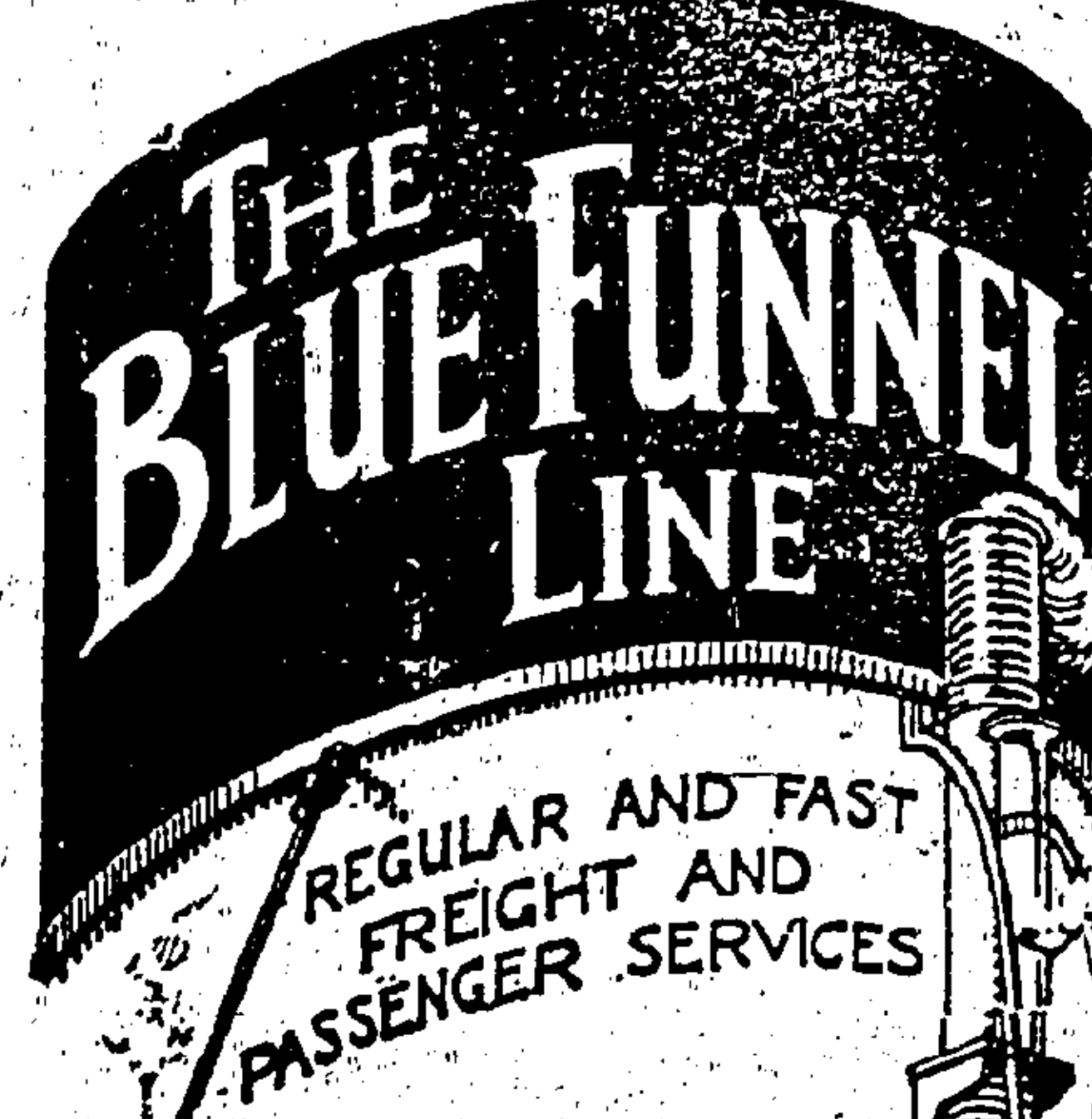
Subscription Paid in Advance

\$12.00 per annum for delivery in Hongkong.

\$15.00 per annum to any part of the world (including postage).

FOOK POON SHAN, Chief Manager.

Printed and Published by OLIVER THOMAS BREAKSPERE, for the Hong Kong Daily Press, Ltd., at 11, Ice House Street, Victoria, Hong Kong. London Office: 21, Bride Lane, Fleet Street, E.C. 4.



REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"MAEHAON" 10th Aug. Mars, L'don, B'dam, & H'burg.

"ANTENOR" 24th Aug. Mars, L'don, B'dam, & Glasgow.

"PERSEUS" 6th Sept. Mars, L'don, B'dam, & H'burg.

"BHEENOR" 20th Sept. Mars, L'don, B'dam, & H'burg.

*Call at Casablanca.

LIVERPOOL SERVICE.

"ATREUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow.

"TRUCER" 15th Sept. Genoa, Havre, Liverpool & Glasgow.

"LYCAON" 29th Oct. Genoa, Havre, Liverpool & Glasgow.

"TITAN" 20th Nov. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via Kobe & Yokohama)

"PROTEUS" 18th Aug. Victoria, Vancouver & Seattle.

"TALYBUIUS" 3rd Sept. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"MENTOR" 26th Aug. New York, Boston & Baltimore.

"GLAUCUS" 24th Sept. New York, Boston & Baltimore.

PASSENGER SERVICE.

"ANTENOR" 24th Aug. Singapore, Marseilles & London.

"HECTOR" 16th Oct. Singapore, Marseilles & London.